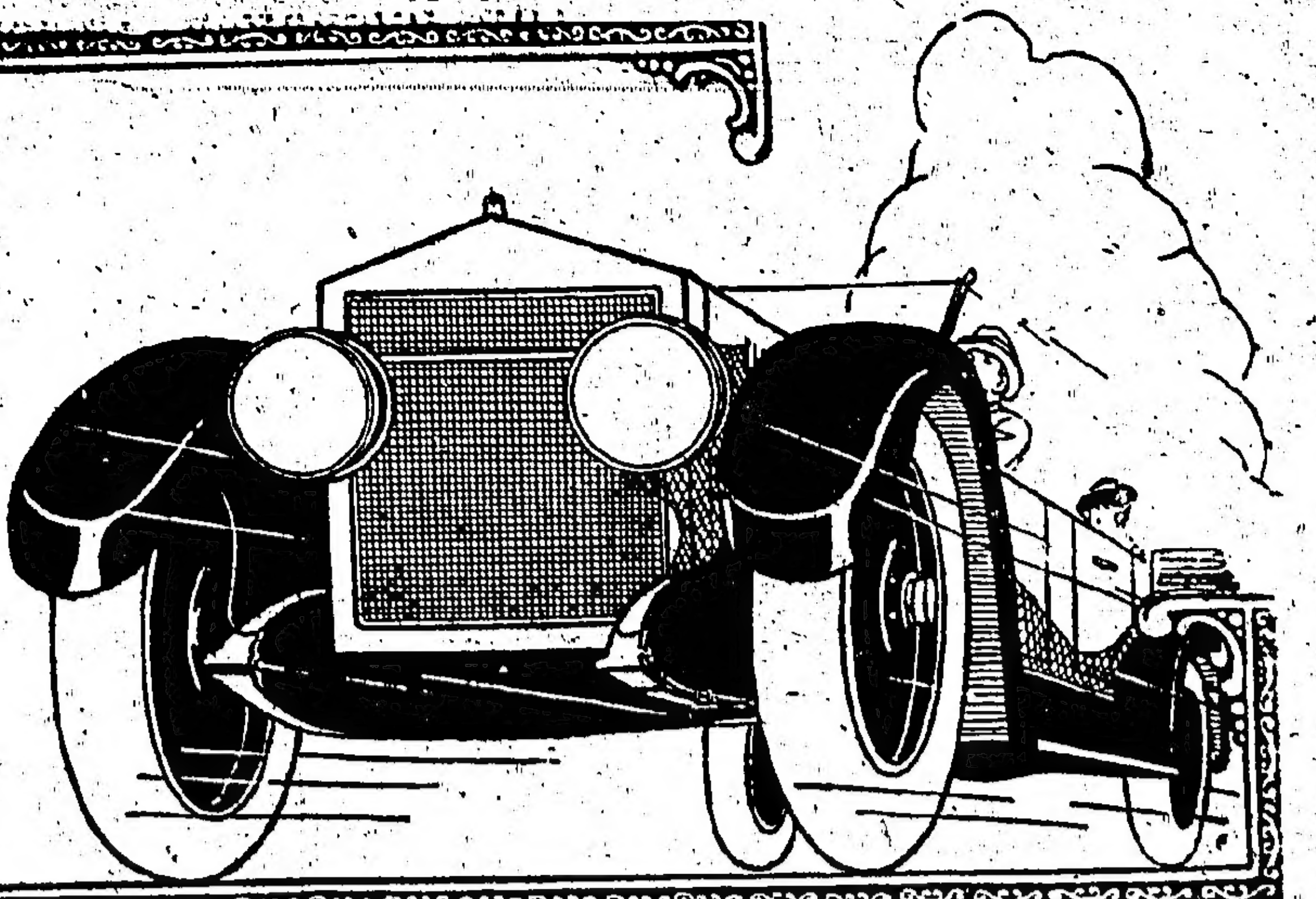
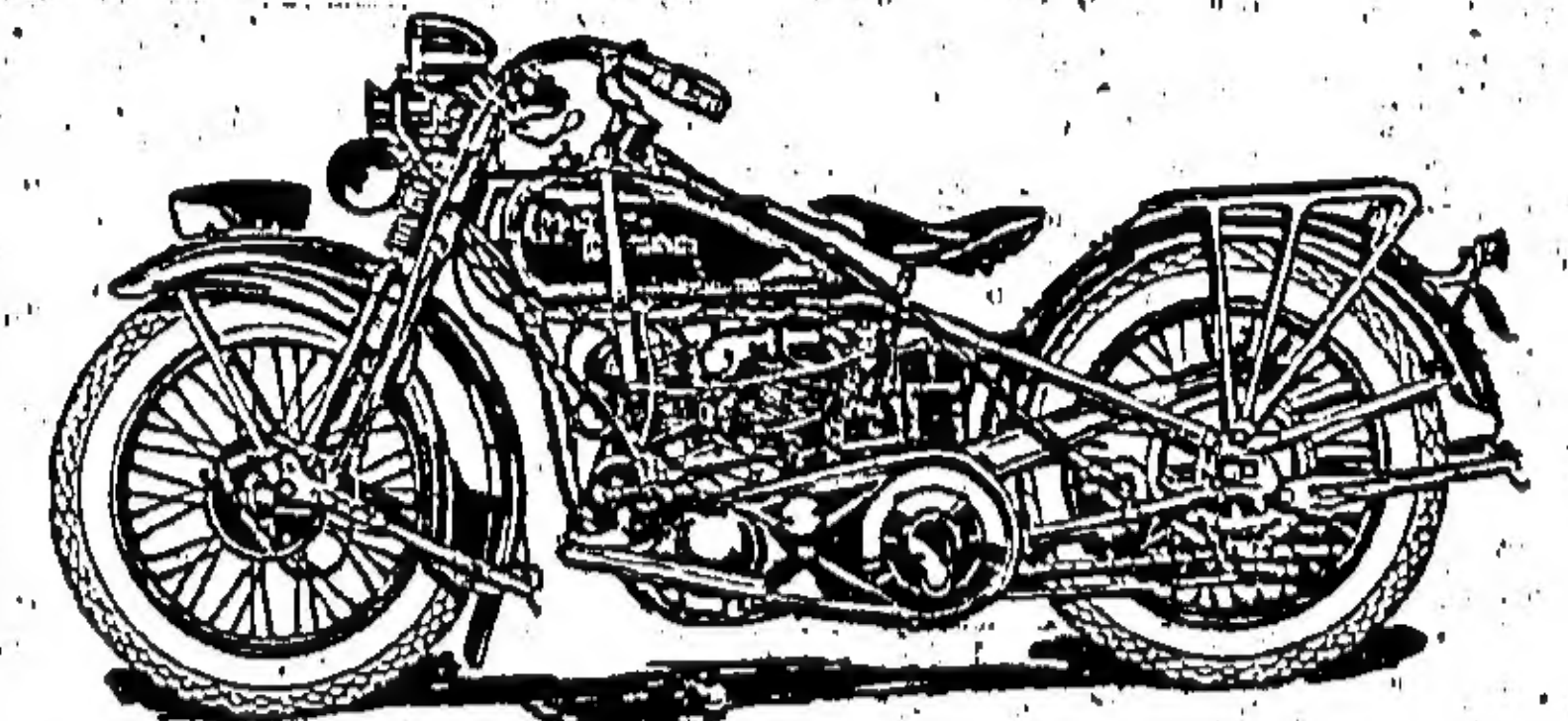


MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 17th MAY, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



THE WONDERFUL 1930 "HARLEY"



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HONGKONG MOTOR ACCESSORY COMPANY

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"LUCAS"
storage batteries
suitable for all motorcars, cycles
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ALL AT ATTRACTIVE PRICES
Call and inspect.
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CURRENT COMMENT

H.K.A.A.

His Excellency the Governor has kindly consented to become Patron of the Hongkong Automobile Association. It will be remembered that Sir Cecil Clementi extended his support to the valuable work of the H.K.A.A.

Central Market.

The bus stopping signs outside the Central Market in Queen's Road are rather badly placed in that they are opposite each other. When buses travelling in opposite directions happen to stop at the same time, considerable obstruction is caused thereby. It would be much better were one of the signs removed some fifty yards or so.

Lorries.

Some time ago, there were many complaints concerning motor lorry drivers who employed lumps of granite to block their wheels on hills, and when leaving, left the blocks on the roadway to the danger and annoyance of other road users. We are informed that this practice is again becoming apparent, although the Honorary Secretary of the H.K.A.A. informs us that when last the matter was raised, the Police Department promised that all lorries would be compelled to carry suitable wooden blocks. It appears that new lorries are not so equipped, or that possibly the regulation, if one exists, has been forgotten. It is to be hoped that suitable action will be taken.

Statue Square.

We make no apology for again referring to the advisability of compelling motor vehicles to park in Statue Square backed on to the kerb at an oblique angle. The demand for parking space increases weekly, and yet at this important place, cars are permitted to use twice as much space as necessary. Surely it would not be difficult for the Traffic Department to test the suggestion out for themselves. At the request of local motorists we tried it ourselves many months ago, and published photographs showing the correct and incorrect manner of parking. The conserving of space was most convincing, while the width of the roadway left ample room for passing traffic.

An Epic Run.

In the recent Monte Carlo Rally the Hon. Mrs. Bruce made an epic run which was fittingly rounded off by the announcement that she had obtained full marks for the journey and the condition of the car on arrival. The original seals on engine, chassis and axle, placed on the car at Sundsvall, Sweden, were unbroken. She also gained the following successes:—

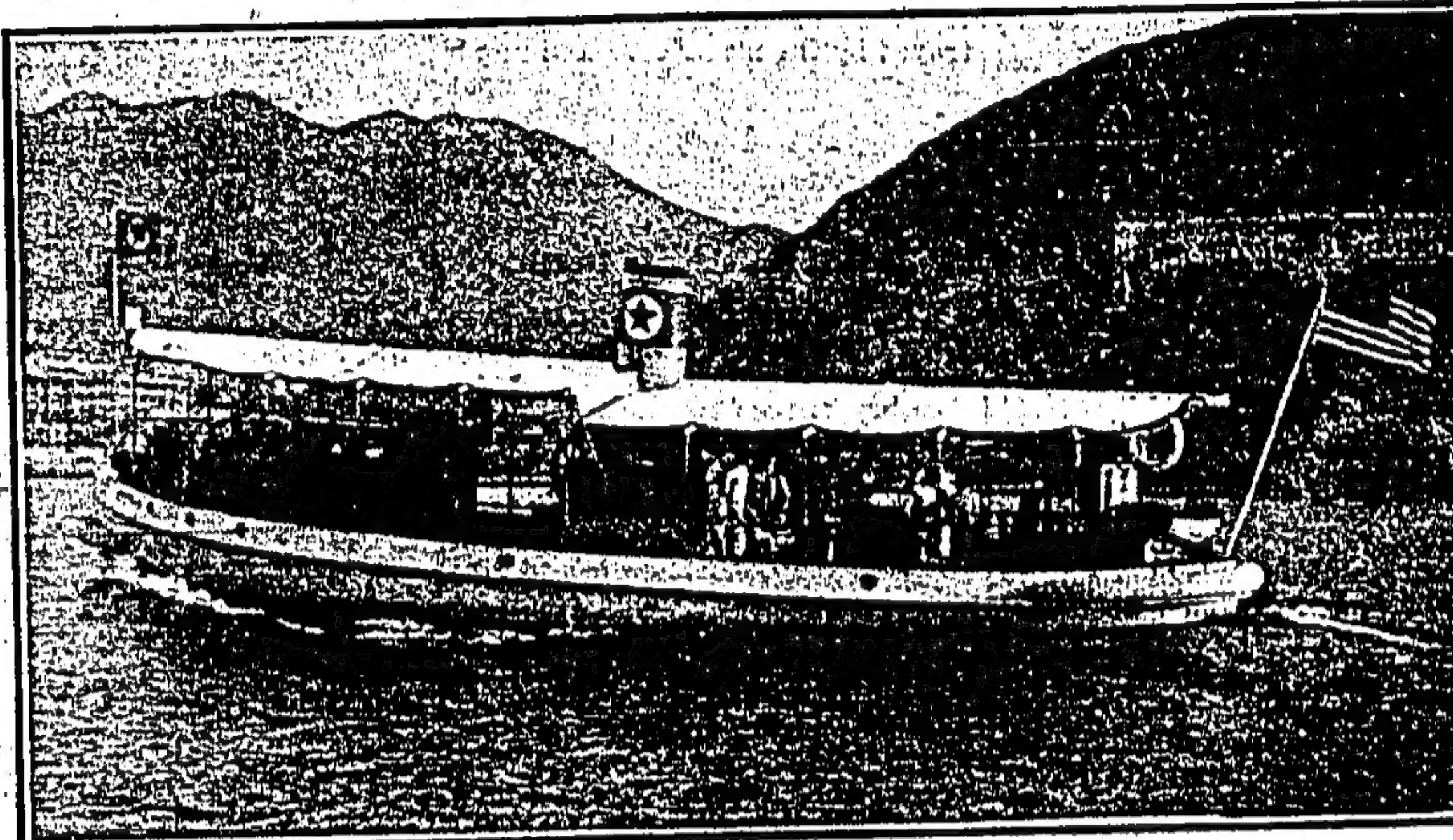
- First British Lady;
- First of British Competitors in her class;
- Second of All British Competitors;
- Third in Most Comfortable Closed Car Test.

The last award is specially worth noting. The Hon. Mrs. Bruce's Hillman cost but £495, yet it was adjudged the third most comfortable out of all closed cars in the Rally.

Indeed, the whole performance of the Hillman has proved what the Hon. Mrs. Bruce knew when she chose it from the pick of the world's fine cars—that in reliability, speed, endurance, and general performance, the Hillman "Straight Eight" can hold its own with any car of any price.

The story of the Hon. Mrs. Bruce's adventure has been told in an interesting booklet entitled, "From Arctic to Mediterranean in 91 Hours," a copy of which, the Hillman Motor Co., Ltd., of Coventry, will send free on application.

GARDNER ENGINE DEMONSTRATED IN HONGKONG.



In view of the ever increasing popularity of crude oil engines for marine work, the demonstration given on Wednesday evening last of the latest addition to the growing fleet of Gardner engine launches on the harbour, proved most instructive. The launch in question, "Texas II," a picture of which appears above, has been built by the Whampoa Dock at their Cosmopolitan Yard, her dimensions being as follows:—

Length.....55'6"
Breadth.....18'0"
Depth.....6'0" (moulded)

Those who attended were greatly impressed by the simplicity of control of the power unit, and by the cleanliness of the engine room, absence of heat, fumes or smell. In operation, the engine conveys the impression of being practically fool-proof, and one of the many advantages is that cruising speed may be achieved by using two cylinders only of the four. The economy when such vessels are employed in police or customs routine work, is easily seen, the great advantage being that considerable power is immediately available in emergency.

The general design follows customary practice, but for a large hold capable of carrying 6 tons which is arranged between the forward engine room bulkhead and specially large cabin accommodation.

The machinery, which was supplied by Messrs. Dodwell & Co., Ltd. and installed by the builders, consists of a Gardner 4-cylinder, two-stroke, crude oil, direct reversing engine of the full diesel cold starting type, developing 72 B. H. P. at 400 r.p.m. Starting and manoeuvring is effected by compressed air at 360 lbs. In addition to the usual air compressor, circulating and bilge pumps fitted on the main engine, a small auxiliary compressing set is provided for the initial charge of the air bottles and for replenishing these bottles.

should the charge through any cause be lost. Driven off the main shaft is a small direct current Crypto Generator for charging a 32-volt Delco Storage Battery, this set furnishing electric light throughout the launch and for navigation lights.

The effect of the brilliantly lighted deck house and engine room at night, was a pleasing feature.

During the run, opportunity was taken to demonstrate the control and manoeuvring capabilities of the engine, every order being carried out promptly and with absolute certainty. One of the chief advantages of this cold starting engine is its readiness for immediate use without any stand-by expense and an interesting demonstration was given. All valves were closed down, and the engineer withdrawn from the engine room and yet from a given signal it only required 18 seconds to start the engine and be ready for full speed.

On a recent trial the mean speed of the "Texas II" was 9.35 knots which proves the excellence of the hull design and engine alike.

Diesel Economy.

The ever increasing number of Diesel Engine Boats operating on the harbour demonstrates that the Hongkong business community is very much alive to the enormous saving in running costs effected by the Diesel Engine.

We understand that the fuel costs of a Diesel Boat of this size, when operating at full speed, works out at approximately 65 cents per hour. When the boat is standing by, the fuel costs are nil!

At first, this figure may appear to be surprisingly low, in fact, it is, but the economy of the Gardner engines is quite well recognised in Hongkong, there being no less

than thirteen of these power units installed in local launches. The Hongkong and New Territories Ferry Company, who selected a 300 H.P. Gardner Diesel engine for their large ferry employed on the Cheung Chau run, have calculated that the saving in fuel per B.H.P. amounts to 63%.

A considerable further saving is effected in the running costs compared with steam as the disadvantage of boiler lifting for survey, cost of boiler renewal, etc., is entirely avoided, moreover space is saved and the question of stoking, quality of coal, degree of vacuum, and other difficulties ever present with the steam engine simply do not exist, and it is difficult to imagine anyone building a steam launch to-day except where unusual circumstances are present.

The Vacuum Co. very kindly lent their launch, "Vacuum II," and it is interesting to note that this launch, which is fitted with a Gardner 72 B.H.P. Semi Diesel Engine, was the first of its type on the Harbour and has been in commission since September, 1927, and during this period it has given complete satisfaction, doing more than double the work of the steam launch it replaced, and at a considerable saving in cost.

The assurance of economy and reliability of Gardner engines, coupled with the fact that they are ideal for harbour work on account of the absence of smoke, gives them a tremendous advantage over the steam engine, and their employment for ferry services would surely be advantageous in every way.

Wednesday's demonstration was most enjoyable, and we take the opportunity to congratulate The Texas Co., Hongkong and Whampoa Dock Co., Ltd., and Dodwell and Co., Ltd., representing Messrs. Gardner, on a very fine addition to our harbour craft.

while a sturdy four-bearing crankshaft implies long life and a total absence of "whip." Wire wheels and pneumatic upholstery for the front seats are standard fittings.

The Club Coupe has a distinctly sporting line and a large luggage container at the rear, but, of course, has not quite the generous seating capacity of the saloon models.

Colours: Tourer, blue or maroon, upholstered in leather to match; Saloon (coachbuilt), Royal blue and ivory with blue leather upholstery, royal-scarlet and ivory with red upholstery. Holborn blue with blue leather upholstery; room with red leather upholstery; blue and black with blue upholstery, olive green and ivory with red upholstery. Niagara blue and grey with blue upholstery. The Club Coupe has a body of black fabric with blue upholstery.

The Hongkong Hotel Garage are the agents, and the model at present available is the all-steel saloon.

For the purpose of the local trial, the Shaikwan route was selected, and the "Isis" gave an excellent performance, the power of acceleration being particularly noticeable.

THE MORRIS ISIS SIX HERE.

Luxurious Car at Moderate Price.

To those who are in the habit of reading British motoring journals, the name "Isis Six" will be quite familiar, for probably no car of recent years has received such wide publicity from writers who deal with British motoring subjects. It was with pleasurable anticipation therefore, that a representative of The Hongkong Telegraph accepted an invitation to take a trial run round the Island in the first "Isis" to arrive in the Colony.

The experience was altogether enjoyable, for in this latest product of the famous Morris factory is a vehicle embodying the acme of comfort and smooth power. It is a distinguished looking car of a class usually beyond its moderate price, and the fact that it has been selected in many parts of the world by

professional engineering men, gives ample evidence of the all-round excellence.

At the inception of the Isis Six two dominant considerations were decided upon. Firstly, that the car should be built without regard to price, that it should be a luxury car as that term is understood the world over. Secondly, that it should be a go-anywhere vehicle in the fullest sense of the term not merely where roads are only moderately good, but even where they scarcely exist at all.

BUY A CAR FOR YOUR LEAVE- WE BUY IT BACK

Our system enables you to buy yourself a car of any make or model and sell it without hurry and without financial loss on the day before you go back. What we can do is this. You correspond with us from your post until you have settled on the car you want and the period after which you will wish to sell it back to us. We then tell you in writing what we will give you for it at the end of that period. You agree this and the matter is then settled. The car, with your driving licence, meets you at the boat and an instructor is lent to you, if you wish, for three days, free of charge. But write to us and we will explain more fully.

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OLD BOND ST. LONDON W.1.

World distributors of the Blackburn Bluebird Light Aeroplane

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Prince's Building. Phone 27738.

MOTORCYCLE SHOW.

The British Cycle and Motor Cycle Manufacturers and Traders' Union, Ltd., advise that the 1930 International Cycle and Motor Cycle Show, will be held at present.

Olympia, London, from November 10 to 15.

This will be the sixteenth show organised by the union. Previous shows have been seen by 1,400,000 people, and last year visitors from over 40 different countries were present.

SERVICE —REAL SERVICE!

Latest Machinery
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European Supervision

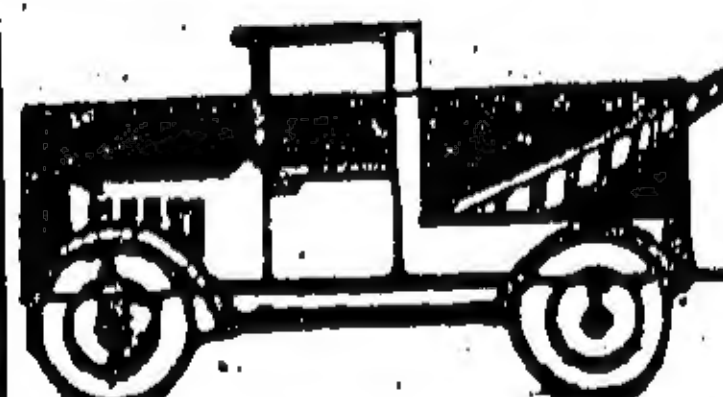
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NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

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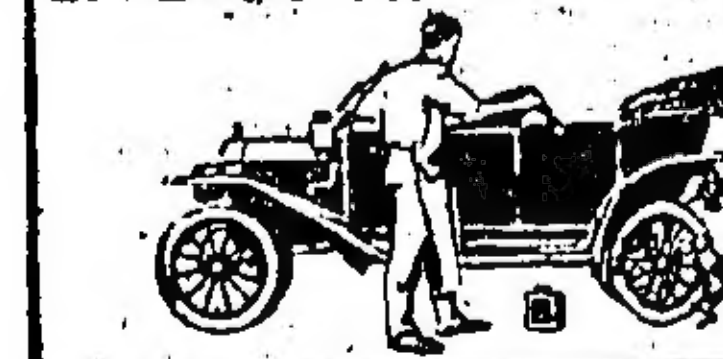


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PRATT & LAMBERT EFFECTO AUTO FINISHES

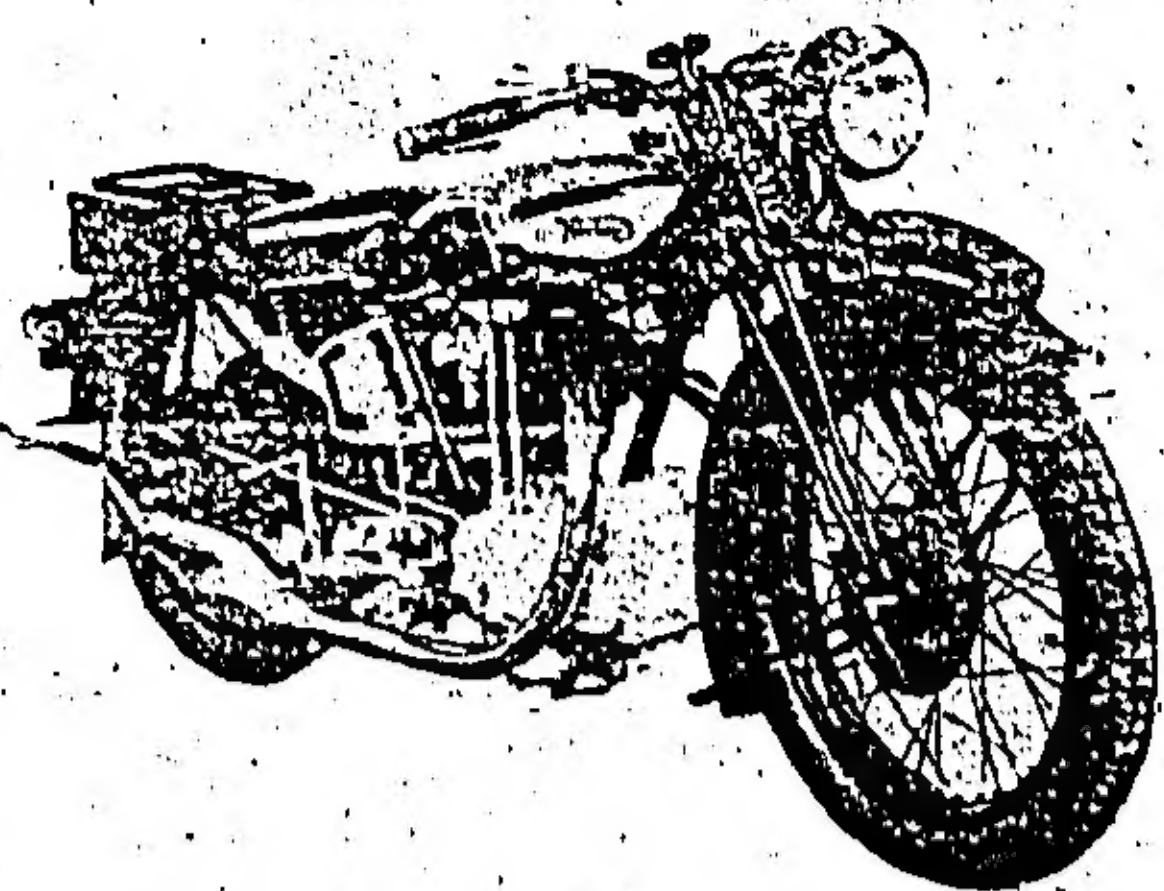


ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.

A NEW *The Unapproachable* Norton MACHINE



MODEL NO. 20 TWO-PORT.

The introduction of Twin Port NORTON models makes the 1930 range quite complete. Here is a machine of the New NORTON design—Model No. 20 Two-Port—which will certainly be the choice of the connoisseur. The additional exhaust arrangement on the timing side of the machine gives a balance and added air of distinction, which has never been surpassed. CHROMIUM PLATING throughout.

INSPECTION CORDIALLY INVITED.

THE SINCERE Co., Ltd.
SOLE AGENTS.

The NEW 6-PLY Silvertown Tyre

extra heavy

The Balloon That Gives More Miles and BETTER SERVICE

ALL SIZES IN STOCK
Next time—TRY GOODRICH!

Sole Agents for Hongkong and South China:—
THE CHINA MOTOR SUPPLY CO.

28-28A, Des Vœux Road, Central.
Telephone 21558.
Branch Office:—486 Yat Tak Road, Canton.

THE HOME ROAD TRAFFIC BILL.

Driving "Off the Road" Discussed.

PENALTY FOR BEING UNDER INFLUENCE OF DRINK OR DRUGS.

The Standing Committee of the House of Commons on the Road Traffic Bill turned recently to Clause 14, which prohibits the driving of motor vehicles on commons and moors.

Sir K. Vaughan-Morgan moved a reduction of the penalties—namely, a fine of £20 for a first offence and £50 or three months' imprisonment for a second offence—prescribed for a breach of this provision. He said the penalty was excessive.

Lt.-Col. Ashley, who supported the amendment, reminded the Committee that this clause did not appear in the original Bill, but was inserted by the House of Lords; the offence which the clause created was a new one, which ought not to make a person liable to the heavy penalties proposed.

Mr. Morrison, Minister of Transport, said that in the vast majority of cases under this clause a fine of £5 would be adequate, and would be all that the courts would enforce. But there might be flippant or boastful persons who would drive into the middle of a common and say (if the amendment were adopted) that this offence would only cost £5. There might also be the eccentric person whose eccentricity bordered on mental deficiency, and for whom a penalty of imprisonment would be necessary for a deliberate offence.

Lord Erskine and Mr. A. Remer appealed for a reduction of the penalties, and the Minister of Transport then agreed to insert an amendment reducing the penalties to a fine not exceeding £5 for a first offence and not exceeding £10 for a second offence. In view of this assurance Sir K. Vaughan-Morgan withdrew his proposed amendment.

Concerning "Rural Amenities" Sir K. Vaughan-Morgan then moved an amendment to provide that notices would have to be set up to show that motor vehicles were prohibited on particular lands; that the intention to prohibit would have to be advertised, and that any person who objected would have a right to appeal to the Minister of Agriculture.

Mr. Morrison said the adoption of this proposal would make the preservation of the amenities of the countryside as difficult as possible. They must prevent motorists driving over commons and rural places; if people wanted to go to the centre of such rural districts they must either walk or drive a certain distance and walk the remainder. The amendment, if adopted, would make the administration of the clause almost impossible.

Sir K. Vaughan-Morgan said he was as anxious as anyone to preserve the amenities of rural England, and all he desired was to set up suitable and convenient machinery to preserve rights, to certain sections of the community; but in view of the attitude of the Minister and of the Committee he would withdraw the amendment.

The clause provides that it shall not be an offence to drive a motor vehicle on any land within 15 yards of a road for the purpose only of parking the vehicle. Dr. Salter moved the omission of this part of the clause, for the purpose of protecting village greens. Many of them, he said, were destroyed by the motor cars and motor coaches which were parked upon them. If the clause were passed as it stood it would mean that the destruction of village greens would continue.

Riding a Hobby to Death.

Col. Ashley said he was as keen as Dr. Salter to preserve rural amenities, and when he was Minister of Transport he did all he could to see that electric cables were put in the least objectionable places, and to encourage the planting of trees by the roadside. But he asked the Committee not to ride a hobby to death. They ought to think of the people who lived in towns and whose opportunities of getting fresh air in the country were limited to Saturday and Sunday. Those people must be allowed to leave their cars somewhere and to enjoy meals at the roadside.

Mr. Morrison said one of the best means of preventing people driving over commons and parking cars on them was to give reasonable concessions to motorists as to where that could be done. He thought it was reasonable that a person should be entitled, so long as there was no existing prohibition, to park his car on an open space, and he thought the proposed space of 15 yards was sufficient. The clause had been carefully drafted so that it would not confer rights where no rights existed.

The amendment was negatived and the clause was agreed to.

The Committee then considered Clause 15, which deals with persons driving motor vehicles when under the influence of drink or drugs.

Lord Erskine moved an amendment to omit from the clause the words "when in charge of" a motor vehicle. He said that the person who attempted to drive a motor car while under the influence of drink was a danger, but the words



The House of Lords' Select Committee has decided that motorists may have their burning cars attended free of charge by a fire brigade.

A woman motorist protested recently at the West London Police Court, that she was not in the middle of the road: "I was on the crown," she said!

Cobham Mill, Surrey, which causes a bottle-neck on the Cobham-Leatherhead Road, is to be renovated and put into working order. Part of the mill is slated to date back 700 years.

Canada's exports of cars in February last are stated to be of a value of £383,111, compared with £301,121 in January and £949,657 in February, 1929.

It is estimated that whereas 29 per cent. of the commercial vehicles built in the United States in 1921 were equipped with solid tyres, their use became steadily less frequent each year until it fell to 4.7 per cent. in 1929.

The point-duty constable, in Queen's Square, Wolverhampton, has been provided with a special platform upon which two spotlights are directed during the hours of darkness.

SCRAPPED FOR SAFETY.

America's Crocks.

NATIONAL CAMPAIGN.

Believing that many motor accidents are the direct result of the use of old, worn-out cars, motor manufacturers in America have formed a committee to organise a campaign to scrap them.

The committee has the support of the National Automobile Chamber of Commerce, and it estimates that 400,000 old cars will be sent to the scrap-heap this year, in addition to the normal scrapping, which is constantly going on.

The campaign is being financed by the motor manufacturers to the extent of 15 million dollars, and it is hoped that with the numerous safety features of new cars, it will result in a greatly reduced accident list.

At the best, it can only be helpful, and cannot entirely stop road accidents, as there are several other important factors, over which nobody has any control. These are unsafe, incompetent, and reckless drivers, and careless pedestrians.

he wished to delete might lead to penalties being imposed in cases in which the person was not driving the car. He mentioned the case of a man who had attended a farmers' dinner and who, feeling he was not capable of driving his car, turned on his lights and went to sleep in the back of the car. He was to be convicted of being drunk in charge of a car. While he might have been convicted of being drunk, that was quite another matter.

Sir J. Melville, Solicitor-General, pointed out that while a man who was under the influence of drink might not be driving or attempting to drive his motor car, he might be about to drive.

Mr. Oliver said he had known motor drivers who had taken no more than one glass of beer but who were overcome with sleepiness by the fresh air, and they drew their cars into the side of the road and rested. Such a man would be "in charge of a car," although he had safeguarded himself and the public. If, however, the amendment were agreed to, tremendous loopholes would be allowed for people being drunk while in charge of cars.

Commission of "Almosts".

Mr. Morrison said that before the Bills was passed certain hon. members would have defended the commission of almost every sin. They assumed that it was a reasonable thing for a man to go in a motor car to a place of refreshment or to a party and get drunk—(Cries of "No!")—and that if he pushed a car round a corner and got into it and went to sleep he was a well-behaved citizen. (Renewed cries of "No!") People who were in charge of motor cars must be very careful, and they must be very moderate in their consumption of alcohol, or keep clear of it altogether.

Col. Ashley and other members protested against Mr. Morrison's remarks, and denied that there had been any attempt to justify people being drunk while in charge of motor cars.

After further discussion the amendment was rejected by 25 votes to 13.—The "Autocar."

THE 1930 JOWETT IS THE KING OF SMALL CARS.

**DISTINGUISHED APPEARANCE
UNQUESTIONABLE PERFORMANCE**

A Trial given with pleasure

Now On Show At:—

IDEAL MOTOR CAR Co.

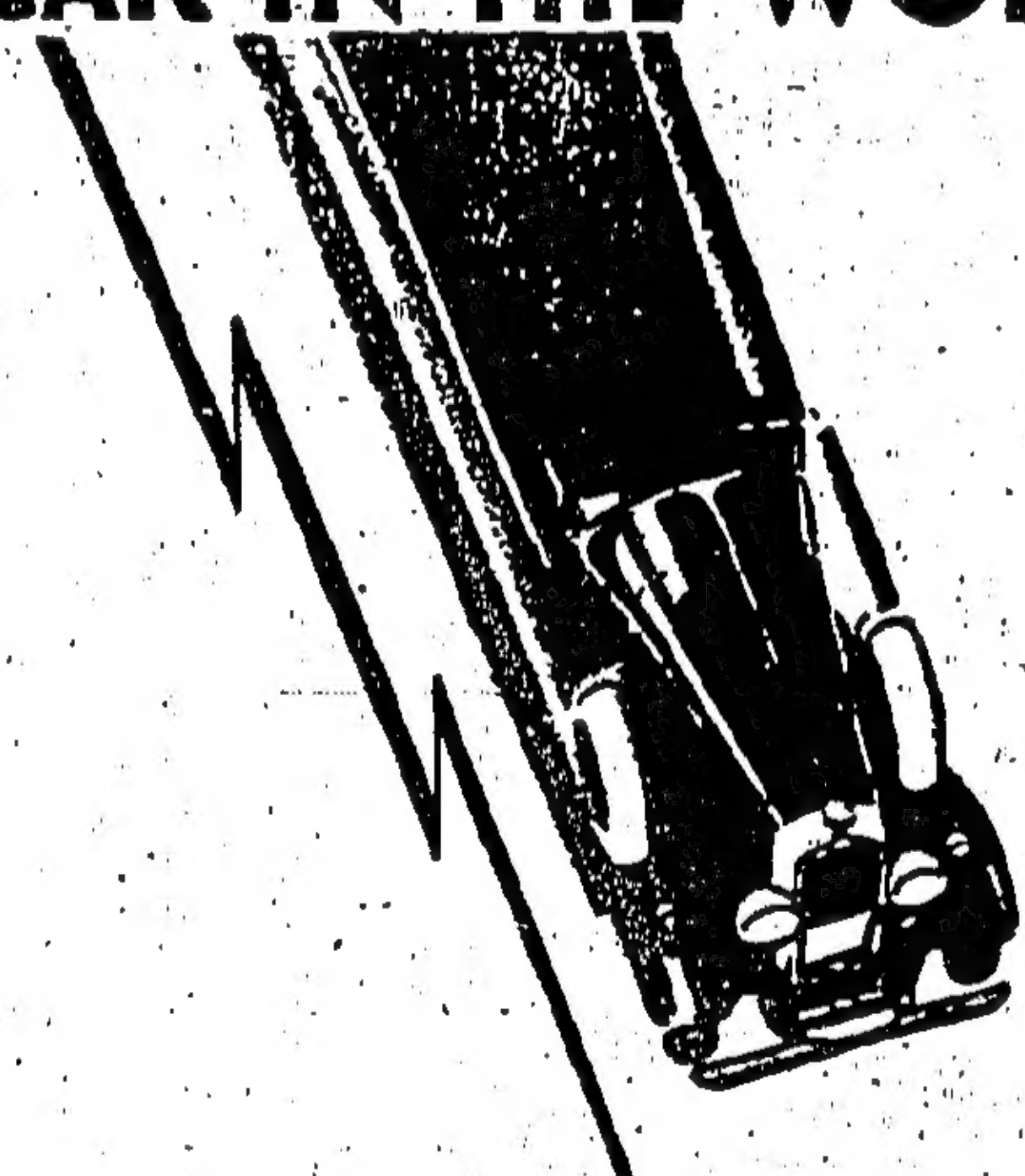
Corner Lockhart and Marshall Roads.

New Reclamation.

Tel. 23714.

Demonstrations by Appointment.

MARMON STRAIGHT EIGHT THE EASIEST RIDING CAR IN THE WORLD



You don't need a headguard in a Marmon when you come to a bad piece of road. Bad bumps simply aren't apparent... Specially-constructed, extra-long, extra-wide springs start the "ironing out" process... Springs are mounted close to the wheels. This reduces side-sway, especially when turning corners... Heavy rubber spring knuckles of the new extra-large "chimney type" take away the little jiggles and joggles... If any jar or road-thrust should persist, it's lost in deep, soft cushions... "Easy riding" has always been a famous Marmon quality. This year it's even more pronounced—in every one of Marmon's four straight-eights in four price fields—the Big Eight, the Eight-79, the Eight-69 and the Model R.

Arrange for an early Demonstration

Sole Distributors

THE ORIENTAL MOTOR CAR Co.

353-7, Hennessy Road.

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DANGEROUS PRACTICE.

Many car-owners allow their cars to be driven by inexperienced, youthful drivers, who, in quite a number of cases, are mere children. This practice is very

dangerous, not only in congested areas, but on country roads as well.

The R.A.C.A. is of the opinion that parents are not aware of the risk they incur in allowing children to take charge of powerful cars.

FIAT

SHOWROOM FIAT GARAGE
67, Des Vœux Road, (24821)

Model 520

6 cylinders

SELLING AT THE PRE-LOW DOLLAR RATE!
MODEL 520 \$2,650. MODEL 509 \$1,850.

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STUDEBAKER COMMERCIAL CARS

HONGKONG DELIVERED PRICES.

DELIVERY TRUCK.

R.A.C. Horse-Power Rating 25.34.
Brake Horse-Power 68 at 3,200 Revolutions.
Piston Displacement 221 Cubic Inch. Wheel-Base 115 Inches.
Speed 60 M.P.H.

1-Ton.	Net Weight	F. O. B. Factory Price	Extra	Packing Shipping Delivery	Hongkong Price
Delivery Chassis.....	2,500 lbs.	G\$ 845	G\$75	G\$180	G\$1,100
Screen Delivery Truck.....	3,380 lbs.	1,175	75	450	1,700
Panel Delivery Truck.....	3,390 lbs.	1,175	75	450	1,700

Price Includes: Bumpers, (12), Steel Wheels, (15), Spare Tire and Tube 19 x 6, (30), W/S, Cowl and Instrument Panel, (18)

COMMERCIAL TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 68 at 3,200 Revolutions.
Piston Displacement 221 Cubic Inch. Wheel-Base 120 Inches.
Speed 55 M.P.H.

1½-TONS

Express Chassis.....	3,000 lbs.	G\$1,045	G\$80	G\$200	G\$1,325
Panel Delivery Truck.....	3,905 lbs.	1,495	80	510	2,085
Screen Delivery Truck.....	4,040 lbs.	1,495	80	510	2,085

Price Includes: Bumpers, (12), Steel Wheels, (15), Spare Tire and Tube 20 x 5, (35), W/S, Cowl and Instrument Panel, (18)

FOUR-SPEED TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 68 at 3,200 Revolutions.
Piston Displacement 221 Cubic Inch. Wheel-Base 145 Inches.
Speed 50 M.P.H.

2-TONS

18-Pass. Bus Chassis.....	3,100 lbs.	G\$1,245	G\$80	G\$220	G\$1,545
Panel Delivery Van.....	3,950 lbs.	1,720	80	550	2,350
Screen Delivery Van.....	4,000 lbs.	1,720	80	550	2,350
Arlington Funeral Car.....	4,100 lbs.	2,375	—	580	2,955
Bellows Ambulance.....	4,150 lbs.	2,550	—	580	3,130
Westminster Funeral.....	4,250 lbs.	2,885	—	580	3,465
Samaritan Ambulance.....	4,320 lbs.	3,085	—	580	3,665

Price Includes: Bumpers, (12), Steel or Wire Wheels, Spare Tire and Tube 32 x 6, (50), W/S, Cowl and Instrument Panel, (18)

STRAIGHT EIGHT MODEL "77"

R.A.C. Horse-Power Rating 39.2.
Brake Horse-Power 115 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inch. Wheel-Base 158 Inches.
Speed 70 M.P.H.

2½-TONS

24-Pass. Bus Chassis.....	4,745 lbs.	G\$2,895	G\$100	G\$240	G\$3,235
De Luxe Funeral Car.....	6,232 lbs.	3,700	—	650	4,350
De Luxe Ambulance.....	6,250 lbs.	3,900	—	650	4,550

Price Includes: Bumpers, (16) Dual Rear Wheels, Extra Tire and Tube 32 x 6, (50) Tyre Pump, (34)

STRAIGHT EIGHT MODEL "88"

R.A.C. Horse-Power Rating 39.2.
Brake Horse-Power 115 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inch. Wheel-Base 184 Inches.
Speed 65 M.P.H.

3-TONS

30-Pass. Bus Chassis.....	4,950 lbs.	G\$3,595	G\$100	G\$260	G\$4,055
Observation Car (22-pass.)	8,100 lbs.	6,975	—	760	7,735

Price Includes: Bumpers, (16), Dual Rear Wheels, Extra Tire and Tube 34 x 7, (50), Tyre Pump, (34)

STRAIGHT EIGHT MODEL "99"

R.A.C. Horse-Power Rating 39.2.
Brake Horse-Power 115 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inch. Wheel-Base 184 Inches.
Speed 60 M.P.H.

4-TONS

36-Pass. Bus Chassis.....	5,415 lbs.	G\$3,795	G\$100	G\$220	G\$4,115
Street Car (21-pass.).....	8,500 lbs.	6,275	—	865	7,140

Price Includes: Bumpers, 16, Dual Rear Wheels, Extra Tire and Tube 34 x 7, 50, Tyre Pump, 34

STRAIGHT EIGHT MODEL "III"

R.A.C. Horse-Power Rating 39.2.
Brake Horse-Power 115 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inch. Wheel-Base 220 Inches.
Speed 55 M.P.H.

5-TONS

42-Pass. Bus Chassis.....	6,200 lbs.	G\$4,295	G\$100	G\$300	G\$4,695
Observation Parlor Car (25-pass.)	9,500 lbs.	9,150	—	1,025	10,175

Price Includes: Bumpers, (16), Dual Rear Wheels, Extra Tire and Tube 34 x 7.50, (50), Tyre Pump, (34)

THE HONG KONG HOTEL GARAGE
25, Queen's Road Central. Tel 24759.

SPEED AND OIL

Useful Hints on Lubrication.

[By Israel Klein.]

With the present high speeds and high combustion engines, the use of the better grades of oil is most important. These two developments in motordom make a severe demand on the lubricating medium in the crankcase.

The higher speeds have produced a considerable increase in the consumption of oil, and the worse the oil the more severe the wear and tear on the engine. At the same time, the higher compression engines producing higher horsepower have added to this demand for good oil always kept in good condition.

It does not matter where the oil comes from. So long as it is of good quality, it will do the work required of it. What the motorist should consider in buying oil is the organization which produces it and the service man who sells it. If both are reliable and of established character, then the purchaser may feel secure in using their product. What he should avoid is the nondescript oil sold "cheaper" and by some unknown dealer.

There used to be a feeling that an oil that comes from a certain part of the country is the best oil. This is not true to-day when every responsible oil producer, no matter what part of the country his product comes from, is trying to give us the best possible grade of oil on the market.

More oil than is actually required in the crankcase should never be supplied. It does more harm than good. It is bound to be pumped up past the pistons into the combustion chambers, foul the spark plugs, deposit carbon over the valves and piston and cause detonation, missing and loss of power. Besides, it's an added expense, if only for the additional oil.

Drivers sometimes add that extra harmful quart of oil when they see the engine using it up rather quickly.

There are two reasons for this. One is the result of fast and long driving which causes an exceptional expenditure of lubricating oil. There is nothing wrong with the motor if this is the only cause, and all that the driver need do is replenish the oil more often than he would in city driving.

The other cause for undue loss of oil is worn piston rings. This may be decided on as the probable cause when the exhaust pipe emits a dense blue smoke. The cure, of course, is new piston rings or, if the motor has been run several thousand miles, it may require re-boring and the installation of over-size pistons and rings. Heavy oil may help for a while but not very long.

During cold weather the crankcase may not show any loss of oil at all, but that should not be taken as a sign that everything is right with the lubrication system. It may merely mean that unburned gasoline has seeped into the crankcase and made up for the used oil. It is therefore more important than at any other time to change the oil often in winter. Frequent use of the choke causes the gasoline to get into the crankcase.

The colour of the oil is no criterion of its quality. A real good oil may blacken almost immediately after being poured into the crankcase. This may be caused by the tiniest bit of carbon in the crankcase, but this does little or no injury to its lubricating qualities.

This is particularly true if the filter element of the oil filter has been in service for less than 7,500 or 8,000 miles. The filter element may be workable up to 10,000 miles of driving, but after that it should be replaced with a new cartridge. Too much dirt, sludge and other foreign matter may have collected in it by that time to permit efficient filtering.

In draining old oil from the crankcase, there is no need of cleaning with kerosene. Kerosene, if the least bit remains after cleaning, will cut the oil and reduce its lubricating quality. If the motor is warm, the oil will drain out quite thoroughly but every last bit of it should be drained before new oil is put in. It is the last quart or so that is dirtiest.

If the last drops of the old oil seems quite dirty, the motor might be flushed out with a quart of thin oil, but not with kerosene.

PLAN TWO TUNNELS.

It is planned to construct two vehicular tunnels to reduce the traffic congestion on the Brooklyn, Manhattan and Williamsburg bridges in New York. The cost of these tunnels would be more than \$58,300,000.

SHOCK ABSORBERS.

Control or Damp Spring Action.

WEAR BY FRICTION.

In dealing briefly with the subject of shock absorbers as applied to motor car suspension, it may be of interest to point out that the name given to this detail of equipment is really quite wrongly applied, since it is the springs themselves which absorb the road shocks, the function of the so-called "shock absorber" being to control or damp the action of the springs.

The periodicity of the road springs (or rate at which the springs tend to vibrate) plays a very important part in car comfort. If the periodicity is much more than about 100 cycles per minute the springing is harsh and no shock absorber will give any improvement, while springs with a lower period, if allowed to function unchecked, can give a delightful sea-sick sensation to unfortunate passengers. If, however, shock absorbers are fitted, although the initial deflection of the springs is not appreciably restricted, this tendency on the part of the springs to go on vibrating after a bump is considerably curbed. A further point which is not always realized is that shock absorbers, by reducing wheel bounce to a minimum, increase the life of the tyres.

Hydraulic and Friction.

Shock absorbers may be divided roughly into two main classes, hydraulic and friction. In the former the damping action is achieved by a plunger or vane moving in oil or some other fluid, while in the latter the rubbing action of two or more surfaces has the same effect in controlling the springs. Each type has its advantages though the frictional type is more popular.

In the hydraulic type it is usually necessary to replenish the oil chamber after every 5,000 miles with a special oil sometimes supplied by the makers. Where the arms of the shock-absorber are fitted with ball joints these should be lubricated fairly frequently.

The amount of attention required by the frictional type varies. Some friction materials have to be renewed from time to time or the shock absorber adjusted to take up wear, but where the friction materials used is self-lubricating, no attention is required after the first 100 miles or so. At the completion of this distance, the discs will have bedded down and the tension in the arms may then be adjusted to suit the particular needs of the car to which the absorbers are fitted, increased damping effect being obtained by tightening the centre nut.

Some shock absorbers have rubber bushes at the points of attachment to the chassis and axle and these require no attention or lubrication whatsoever, but if metal bushes are used these must be lubricated at intervals.

STEERING GEAR.

Most Vital Part.

OFTEN IGNORED.

The steering mechanism of a motor car, although one of the most vital parts, is curiously enough, one which usually gets little or no attention by the driver. Steering gears and connexion on a modern motor car are continually undergoing strains and stresses undreamed of a few years ago. This is due to the fitting of balloon tyres and front wheel brakes, and is due also, in no small measure, to the much higher speeds at which the car of to-day is run.

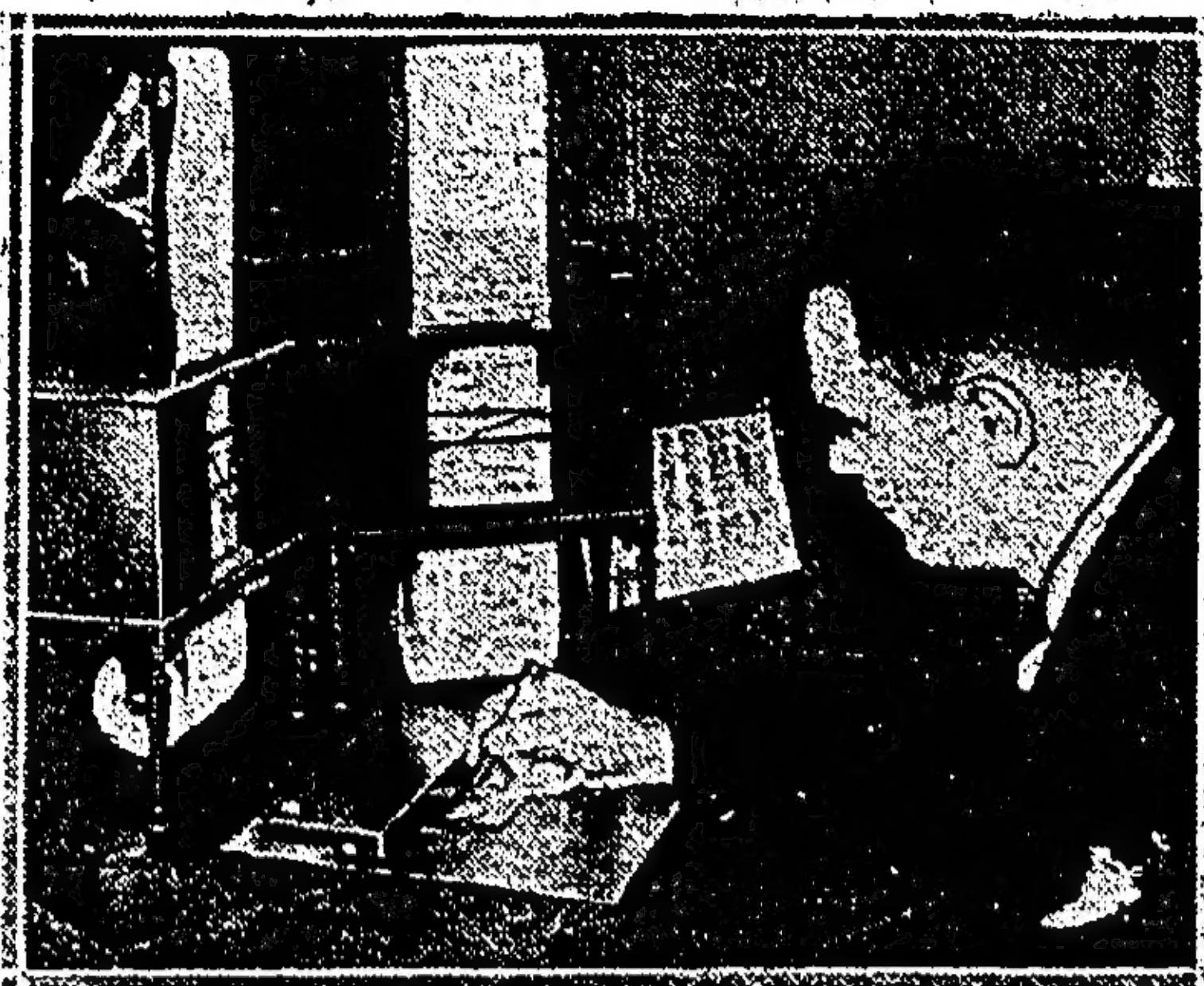
It should be considered an important duty of the driver to look after the lubrication of the steering mechanism, by which is meant, not only the steering box, but also all the joints between the steering box and the front wheels, including the swivel pin.

After the car has been out in bad weather, it is often found that the mud and grit from the road have entered into these joints, and if allowed to remain will inevitably, and in a comparatively short time, produce wear and slackness.

Slackness not for Safety.

It may be thought that this slackness is not of much moment, whereas in reality it is of great importance, not only from a mechanical point of view, but from a point of view of safety as well. Anyone who is inclined to doubt this should try, first of all, driving a car wherein the steering is properly adjusted, and afterwards one in which slackness or backlash, as it is called, has been, from one or other cause, allowed to develop. He will find that in the first case, he can place the car accurately on the road wherever he may desire, and get a feeling of confidence that he is able to do so. In the latter case, he will find this impossible, and will be left in a state of doubt, destroying almost entirely the pleasure of driving, except perhaps at a very slow rate.

TELAUTOGRAPH INCREASES EFFICIENCY.



Industry continually avails itself of the work of scientists and inventors to better its products. Another example of this is the adoption of the Telautograph for the transmission of orders to various departments in the Oakland automobile factory at Pontiac, Michigan.

The Telautograph is a system whereby an operator writes a message at a central sending station. The message in his exact handwriting is reproduced at one or any desired number of receiving stations instantaneously.

The advantage of transmitting messages between various departments of a large factory or business of any kind in which rapidity and accuracy are necessary is apparent. There is no chance for misunderstanding, which exists in the verbally transmitted message, nor for loss of time or delay which sometimes occurs when a written message is delivered by messenger.

Oakland adopted the Telautograph as one more step in the constant effort to insure accuracy which is reflected in the Oakland Eight and Pontiac Sixes.

The assembly lines were formerly co-ordinated by making several copies of instructions and distributing them to each station. This messenger-and-note method was not only slow but inadequate, in view of the fact that it is necessary many times a day to alter a previously issued schedule of operation.

Under the Telautograph system, the schedule clerk's instructions

appear at the receiving stations along the assembly lines at the same moment that he records them on the electric writing machine in the main station. All chance of error is automatically eliminated and assembly work is efficiently speeded up.

The importance of the Telautograph can be easily understood from the single fact that the production of the Oakland Eight and the Pontiac Six now involves 30 different colour combinations. Schedules and changes in schedules resulting from so many various colours would present a tremendous problem under the old messenger-and-note method of assembly operation.

Each station knows at all times what is expected of it. It receives new instructions from an hour to two hours in advance, so that it may have ready the exact amount of material needed. An over supply would crowd floor space. An under supply would delay the line.

There are receiving stations at the following 14 points: axle drop, motor drop, enamel room, body assembly No. 1, body assembly No. 2, wheel room, sheet metal storage, hood room, body drop, Oakland chassis assembly, final repairs, stock office, material supervisor's office and motor office.

A factor contributing largely to the efficiency of the system is the ability of four of these stations to send messages. For instance, the material supervisor may request a change in schedule on

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Studebaker Director Six Tourer, 5-passenger, 1927 Model, 6-cylinder, 27.34 hp., Brown Body, Disc. Wheels, Licence No. 1285.
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any models on which he has a temporary material shortage and at that time he can advise the dispatcher when he will have the material available for that particular model.

The efficiency of the Telautograph system is such that every move is properly timed, precision prevails all along the lines and floor space has been saved so consistently that under normal conditions there are never more than 100 cars in the shipping department at any one time.



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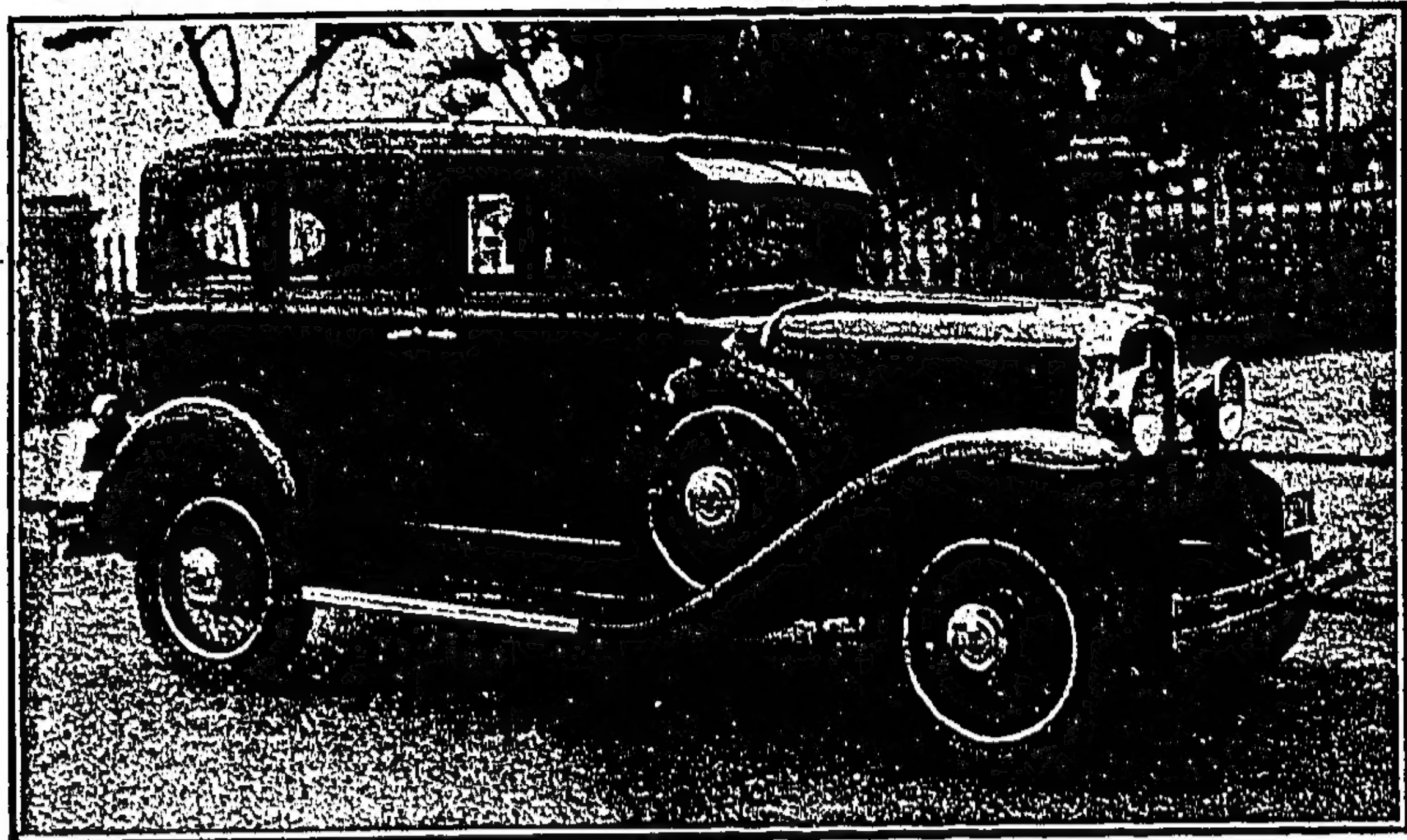
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NASH DESIGN.

Smooth Running and "Pep."

TELLING DETAILS.

If someone were to tell you that the removal of a few pounds of material from the crankshaft of your motor car could reduce the centrifugal load in the crankshaft by more than three tons, you would probably be doubtful, even if you didn't express your disbelief verbally.

Yet this is precisely what happens, and Nash engineers have taken advantage of this engineering principle to provide snappy acceleration, and vibrationless running in the Twin Ignition Eight.

Here is how it is done. Conventional crankshaft design employs solid crankpins, although this solid construction does not affect the rigidity of the crankshaft, and despite the fact that carrying the weight of the crankpins is one of the initial tasks of the crankshaft.

Nash crankshaft design, on the other hand, calls for hollow crankpins, and the removal of a few pounds of metal from the centres of the crankpins not only makes provision for vibrationless running at high speeds, but actually reduces the crankshaft's centrifugal load by more than three tons when the shaft is revolving at top speed. The force which is necessary to move this weight is now converted into useful power for driving the car.

The elimination of this tremendous load naturally results in an unusual degree of smoothness and freedom from vibration. To make crankshaft steadiness absolutely certain, counterweights are forged integrally with the crankshaft, while nine big main bearings prevent any possibility of side movement, whipping or distortion of the shaft at high speeds when the powerful strokes of each of the eight swift pistons register 500 pounds pressure. To insure still greater quietness, the new Eight shaft is balanced with the clutch and the flywheel as a unit, and a torsional vibration damper is added to the shaft to nullify vibrations caused by torsional strains.

Nash engineering, however, does not stop with providing a light, extremely rigid and well balanced crankshaft. Light, but extremely strong reciprocating parts, the units which contribute so materially toward flashing speed and smooth effortless acceleration, have been brought to their finest development in the new Eight coordination of engineering to advanced, twin-ignition standards.

The rods are a brand new Nash mechanical feature. They are made of drop forged aluminum alloy and heat treated to give strength and fatigue properties which are comparable to those of the finest steel. The rods are fitted with forged steel caps on the crank end. This cap controls expansion and contraction in the bearing and assures an absolutely accurate and uniform fit at all times.

In the new Eight, the pistons are made of aluminum alloy, lighter by one pound than cast iron pistons of the same dimension. Improved Invar-Struts aid their perfect fit and smooth operation. Aluminum alloy throws off heat three and one half times as swiftly as other piston materials. It thus conducts heat away from the piston head and prevents pre-ignition or detonation. Both the skirt and the strut, or the supporting Invar steel brace of the new piston, have been designed

(Continued on Next Column.)

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NEW LONDON BUSES.

All-Enclosed: Double-Deckers.

FOR QUICK WORK.

The London General Omnibus Co., Ltd., are trying out a new all-enclosed double-deck four-wheeled omnibus, designed specially for dealing rapidly with heavy passenger traffic. On this latest vehicle the usual platform is superseded by a spacious vestibule, the latter being completely enclosed and greatly facilitating the ingress and egress of passengers. In place of the customary circular stairway the new bus has a straight stairway, which leads from the vestibule to the middle of the upper saloon. This position, besides assisting free circulation in the saloon, reduces the tendency of passengers to "queue." An emergency exit on public omnibuses with enclosed stairways is an official regulation, and on the new bus this exit, takes the form of a window, at the back of the upper saloon, which opens by means of a handle operated from within, thereby forming a doorway.

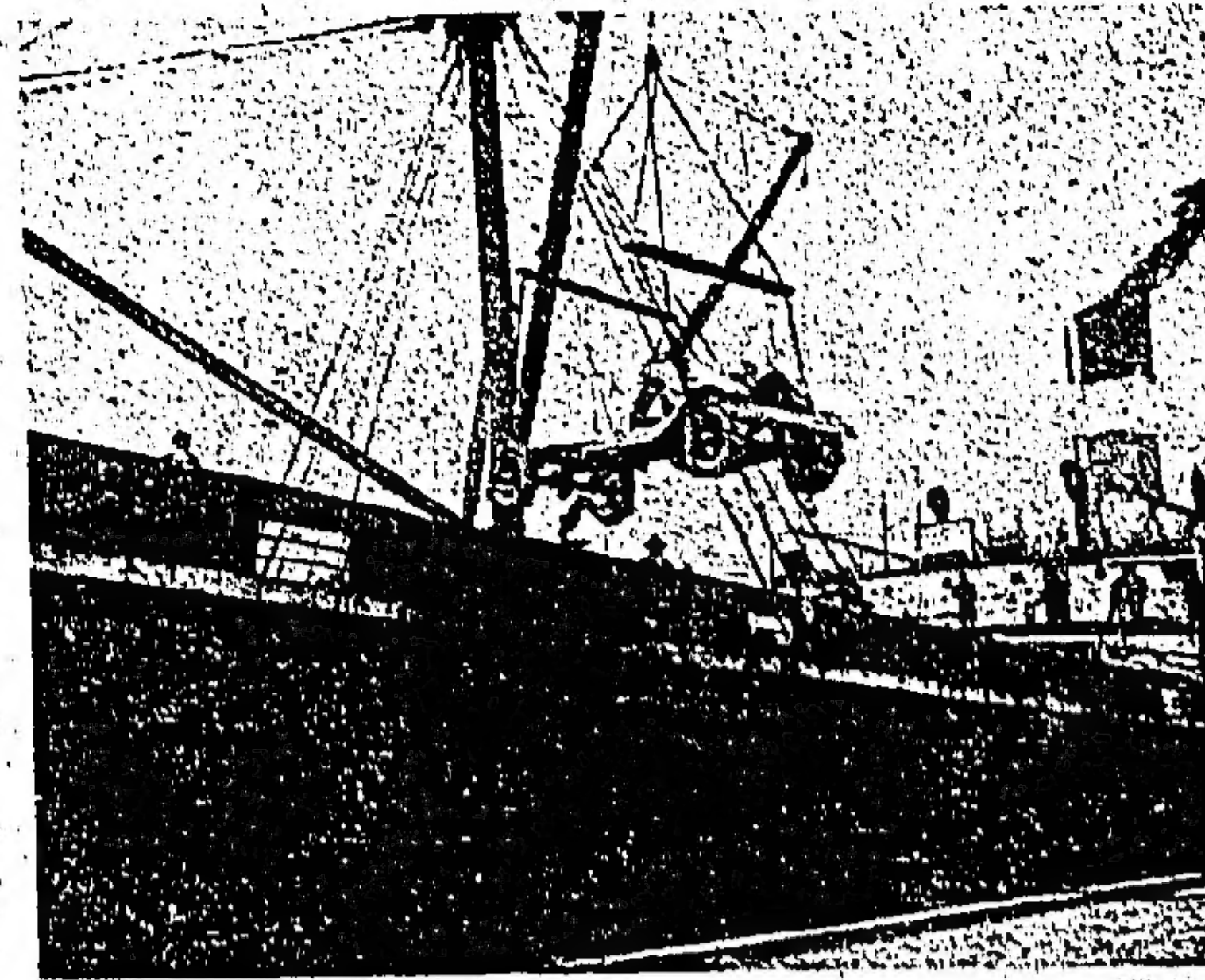
The upper saloon seats 30 passengers and the lower saloon 20, and the extra-wide cross seats are well sprung and upholstered. The side windows in both saloons are in two parts, the front and rear windows being of unsplinterable glass. The electric lights are concealed by translucent non-inflammable panels, and instead of cords for bell operation press-devices of unobtrusive metal are provided.

The omnibus is mounted on a "Regent" chassis, of the type built extensively by the Associated Equipment Co., Ltd. The engine is an A.E.C. 95-h.p. 6-cylinder overhead poppet-valve unit, and the bus is equipped with balloon tyres. The London General Omnibus Co. are experimenting also with a new single-deck eight-cylindered vehicle, details of which are not yet available.

to reduce friction, and to keep expansion perfectly uniform.

Rigid Nash standards of precision manufacture govern every step of assembling the piston. All connecting rod caps, as well as all main bearings, are dowelled in place to secure positive alignment, and the assemblies must match in weight to one eighth of an ounce.

RECORD FORD SHIPMENT.



Model AA Ford truck chassis being unloaded at Dolas Wharf, Pootung, Shanghai. This steamer carried 300 Ford cars and trucks, which is probably the largest single shipment of motor cars ever made to China.

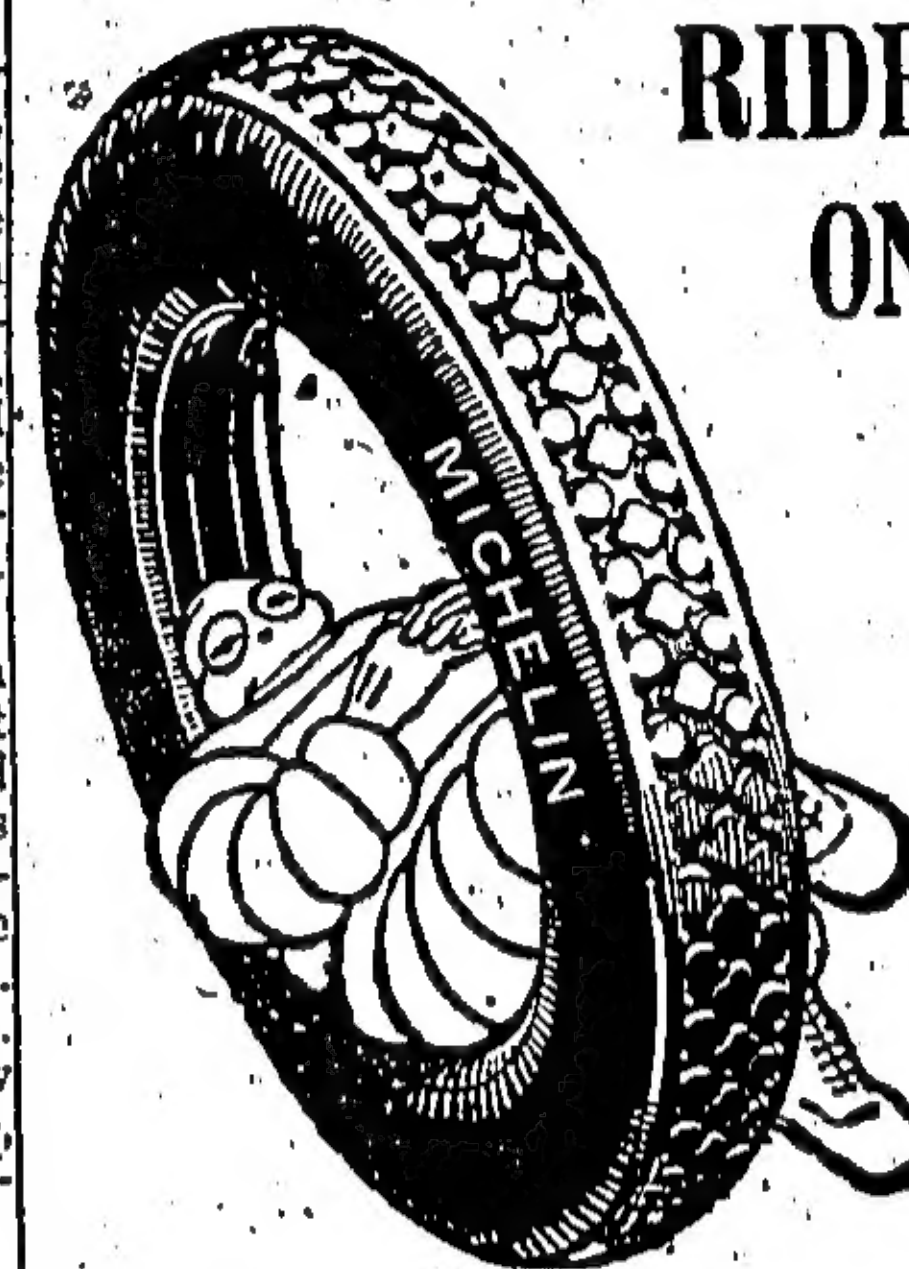
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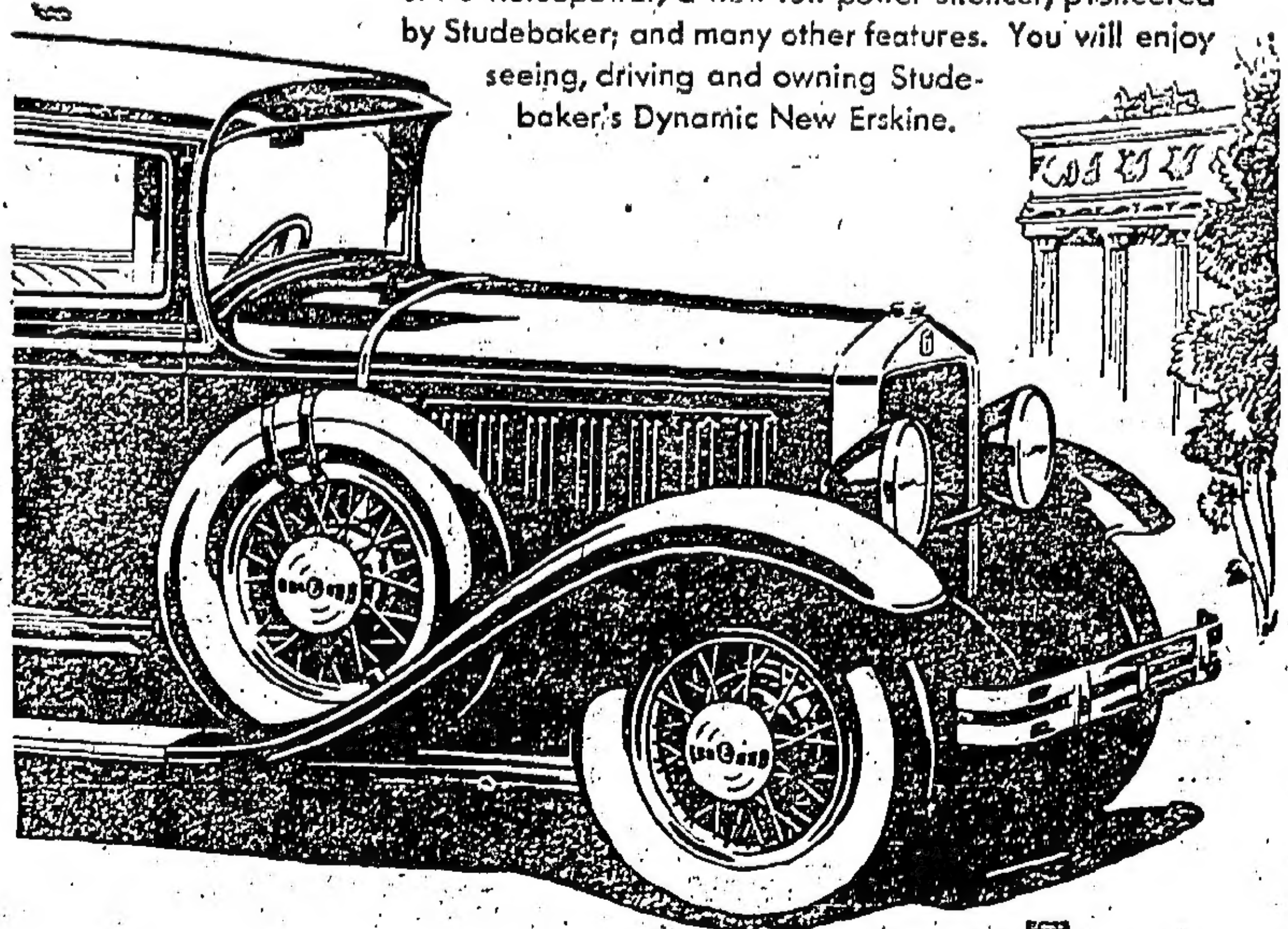
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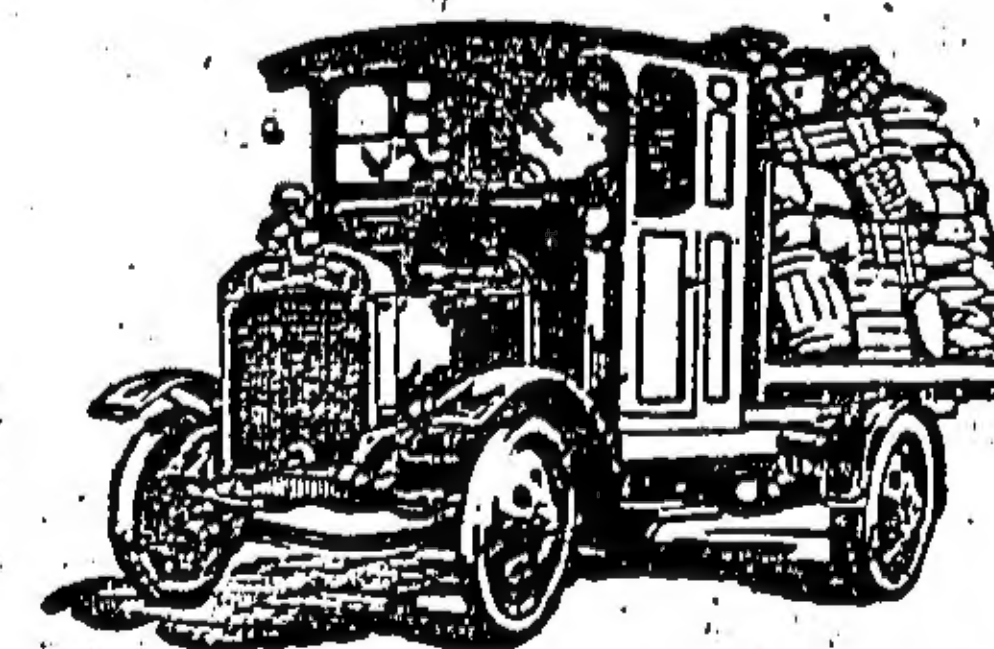
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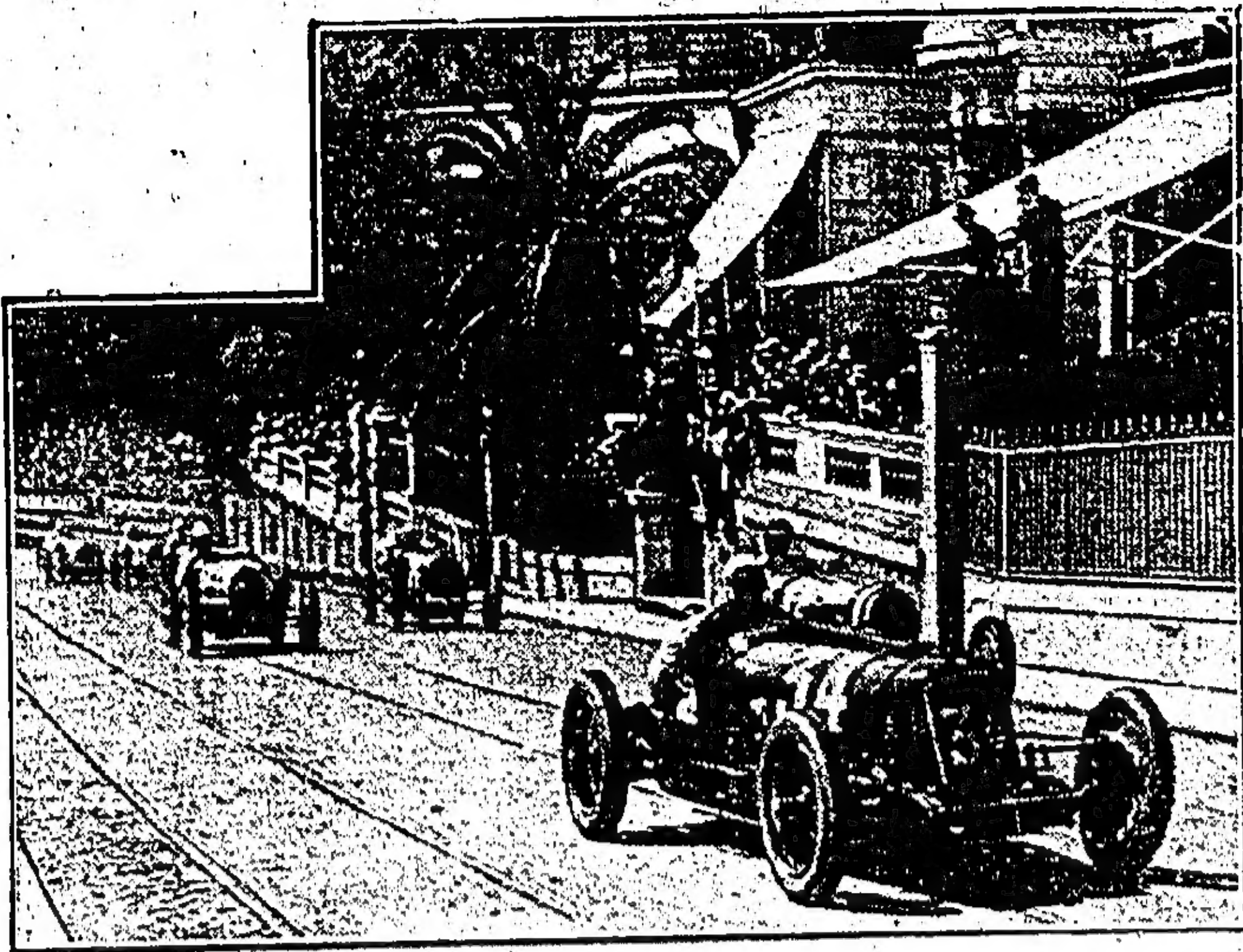
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MOTOR RACING AT MONACO.



The Grand Prix de Monaco was won by Rene Dreyfus, driving a Bugatti, in 23.5 sec., at an average speed of 85,317 kilometres an hour over a course of 818 kilometres. The next four places were also occupied by Bugattis. A photograph of the race in progress through Monaco.

"RUNNING IN" A NEW ENGINE.

First Thousand Miles.

NO SPEEDING.

The task of "running in" an engine can be full of interest, although the notice attached to the windscreen stating that the "running in" speed should "not exceed 25 m.p.h." seems to indicate a slow and wearisome pilgrimage of some hundreds or even thousands of miles.

Modern study of the conditions of new engines after sustained and steady speeds shows that such a method is not the best means of producing good working surfaces on bearing and pistons. A new shaft or journal rotating continuously at one speed is inclined

to adopt a fixed attitude to its bearings, and so bear unduly on certain localities—thus setting up wear at particular points and allowing the bulk of the lubricant to confine itself to the surfaces under less pressure. Under these conditions the tendency will be for parts to wear oval rather than round, and for high bearing spots to cause considerable friction when the engine is speeded up after the mileage set for "running in" has been covered.

It is wiser to vary the engine speed frequently during "running in"—to include three-quarters of the engine's range but not, of course, to keep going for more than a mile or so at the high speeds until the driver is sure that the engine is free.

Watch Water Boiling.

The oil level and oil pressure should be carefully watched during "running in," and if a radiator thermometer is fitted it

is important to see that the engine is not run at higher temperatures than those indicated as safe by the makers. In any case, at any sign of water boiling the engine should be stopped and allowed to cool down slowly. The reason for avoiding very high temperatures is that the iron cylinder blocks require seasoning. When "green" they are very susceptible, and may distort permanently if overheated. The main engine parts, such as cylinder bores, would then be out of line, and thereafter the whole engine would be running under considerable strain.

Manufacturing methods of the old days perhaps necessitated considerable slow "running in" to achieve a working fit all round, but to-day tools of precision and materials of consistent quality are available so that cars are turned out with accurately fitted parts; owners may therefore run them in the manner suggested with safety

(Continued on Next Column.)

SUMMER HINTS.

Tune Up Your Car.

[Although the hints on lubrication do not wholly apply to Hongkong, much of the advice is applicable to Hongkong motorists.]

Summer requires a different type of lubrication than winter. The oil that has been used during the cold spell, therefore, should be removed and fresh lubricants put in.

Before the new oil is installed, however, care should be taken to clean those parts calling for oil. When the crankcase oil is drained, it should be cleaned with a quart of thin oil or kerosene. If kerosene is used in cleaning, it must be flushed out thoroughly before fresh lubricating oil is put into the crankcase. Otherwise it would dilute the lubricating oil and decrease its effectiveness.

The transmission case and the differential should be drained, cleaned thoroughly and refreshed with a heavier oil or grease. The crankcase also might take a slightly heavier oil for summer driving, unless the manufacturer specifically states otherwise.

In cleaning out the transmission and differential of the winter oil, an important operation is that of removing any metal grit or chips that might have been removed from the gears. This might be scraped out with a wire brush, or removed with the hand. Then, with fresh lubricant, these parts are ready for good summer's driving.

At this time, the engine should be tuned up. The spark plugs should be cleaned with kerosene and scraped of all carbon deposit. The points should be set after cleaning with emery cloth or a knife. They should form a gap equal to the thickness of a thin dime.

If plugs are badly sooted or worn, they should be renewed. If the car has been driven 10,000 miles, the oil filter should get a new cartridge.

The process of tuning up the motor includes grinding the valves and resetting them to the proper clearances; taking up the connecting rod, piston pin and main bearings if they require this; cleaning and adjusting the distributor points; cleaning all ignition terminals and tightening them; tightening the cylinder head after installing a new gasket; tightening the water pump; and readjusting the carburetor for a thinner fuel mixture.

The manufacturer's instruction book will tell how the latter operation is done.

An important pre-summer operation is that of lowering the generator charging rate so that it will put not more than 10 amperes of juice into the battery. This can be done by a competent electrician in a moment.

The decreased use of lights and the lower drain on the battery from the electric starter explains this. Too high a charging rate will ruin the battery.

The battery should be inspected for a cracked case of deterioration at the top, or for corroded terminals. If the two former troubles are observed, the battery should be repaired or replaced. If the latter, the terminals may be cleared of corrosion by washing with a baking soda solution, one teaspoonful to a glass of water, and then covering with grease or vaseline.

The battery should be refilled with distilled water and the terminals should be cleaned and tightened.

Finally, the wheels should be checked for alignment and the tyres examined for cuts and abrasions. A skid into a curb might injure the rear wheel bearings and cause it to wobble. These should be tightened or replaced. The front wheels should be realigned. Then, with a clean body inside and out, the car is ready for a pleasant summer.

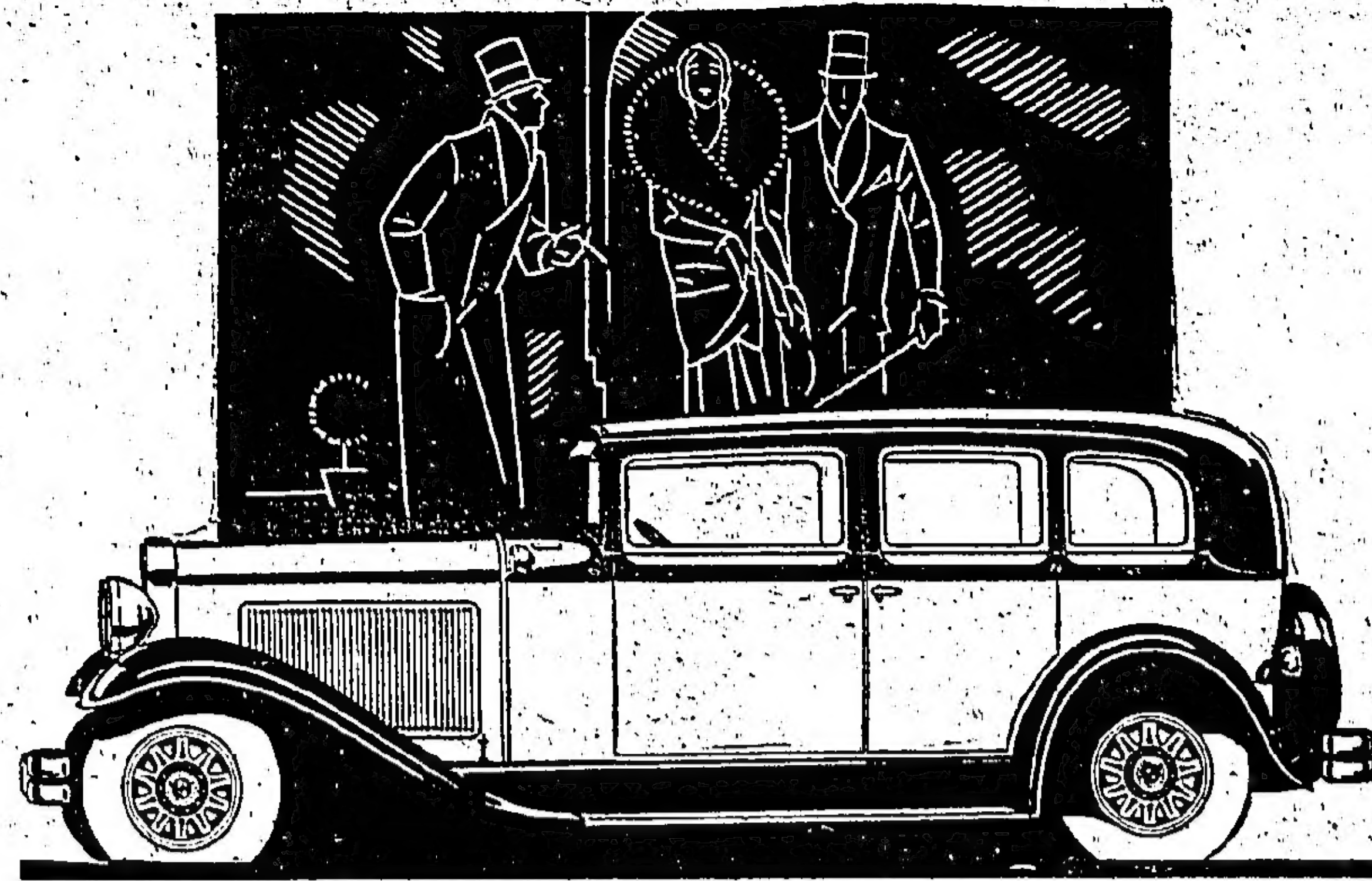
NOT DANGEROUS.

Coroner and Speeding.

Dr. F. J. Waldo, the senior London coroner, is frequently in the limelight for his efforts to lessen the number of traffic fatalities. He said recently that in Southwark there were twice as many accidents last year as in the City of London, and that the average speed of vehicles involved was only 9 m.p.h. Only in one case in the area under discussion last year did an accident occur through a vehicle travelling at a speed over 20 m.p.h.

and achieve maximum freedom in a few hundred miles.

It is always wise to run off the engine oil after the first two or three hundred miles, and again some time before the first thousand miles, to ensure the removal of abrasive matter accumulated from the "bedding down" process.—By courtesy of Shell.



A NEW GENERATION OF MOTOR CARS!

Motor car progress took a mighty step forward when the 1930 Nash "400's" appeared.

These brilliant, new six and eight cylinder motor cars, in the modern manner, bring to motor travel an entirely new pleasure and efficiency. They are so far ahead of the usual you will instantly

sense the difference. They were created for the fastidious buyer. Unsurpassed in beauty—powered to perform as never before—they are replete with features which establish a new standard of motor car performance.

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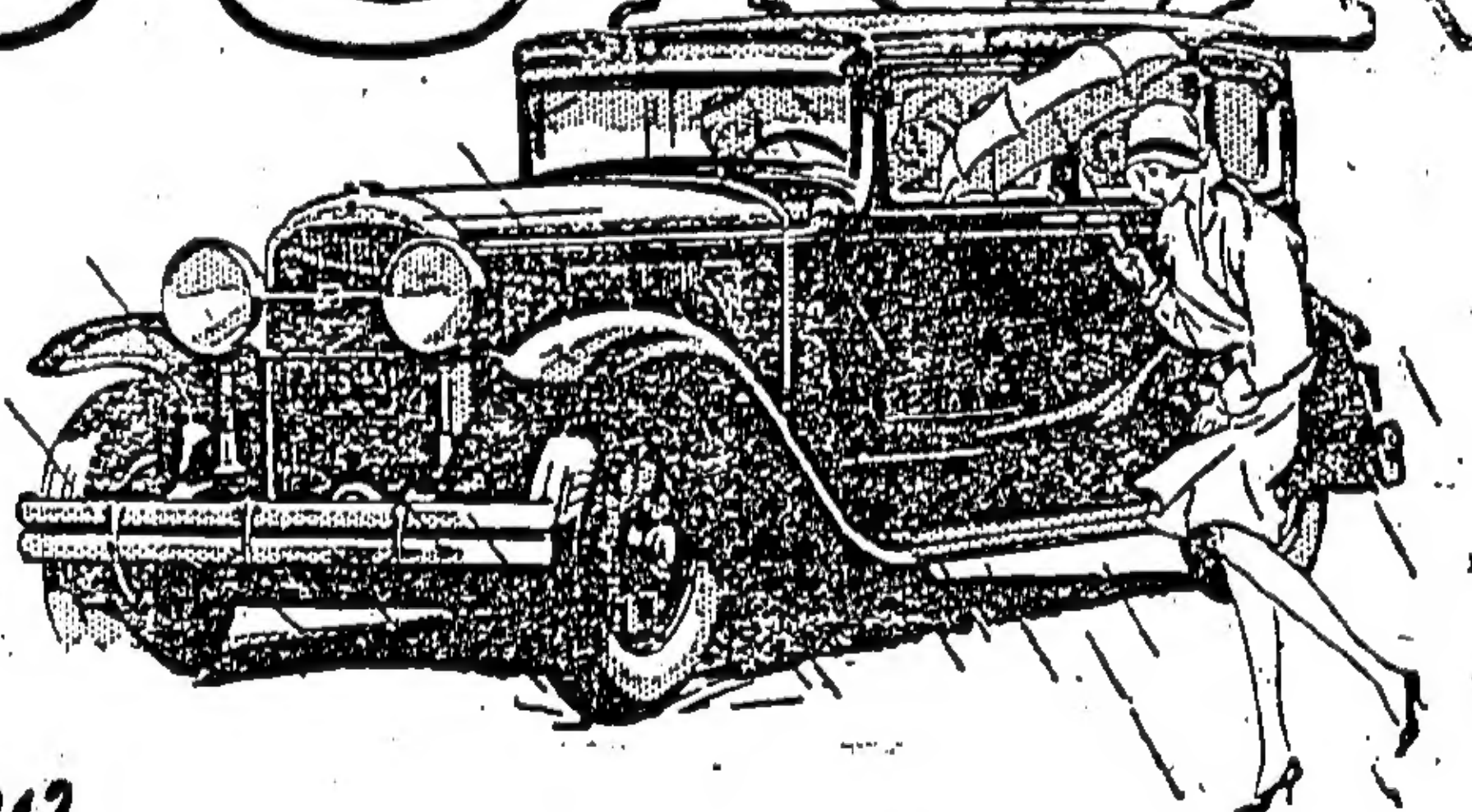
Notable features of the 1930 Nash "400" include: new body designs—longer wheelbases—new radiators with built-in automatic shutters—more powerful Twin-Ignition engines—automatic chassis lubrication—hydraulic shock absorbers—mechanical 4-wheel brakes—steel spring covers with sealed-in lifetime lubrication—Duplate non-shatterable plate glass.

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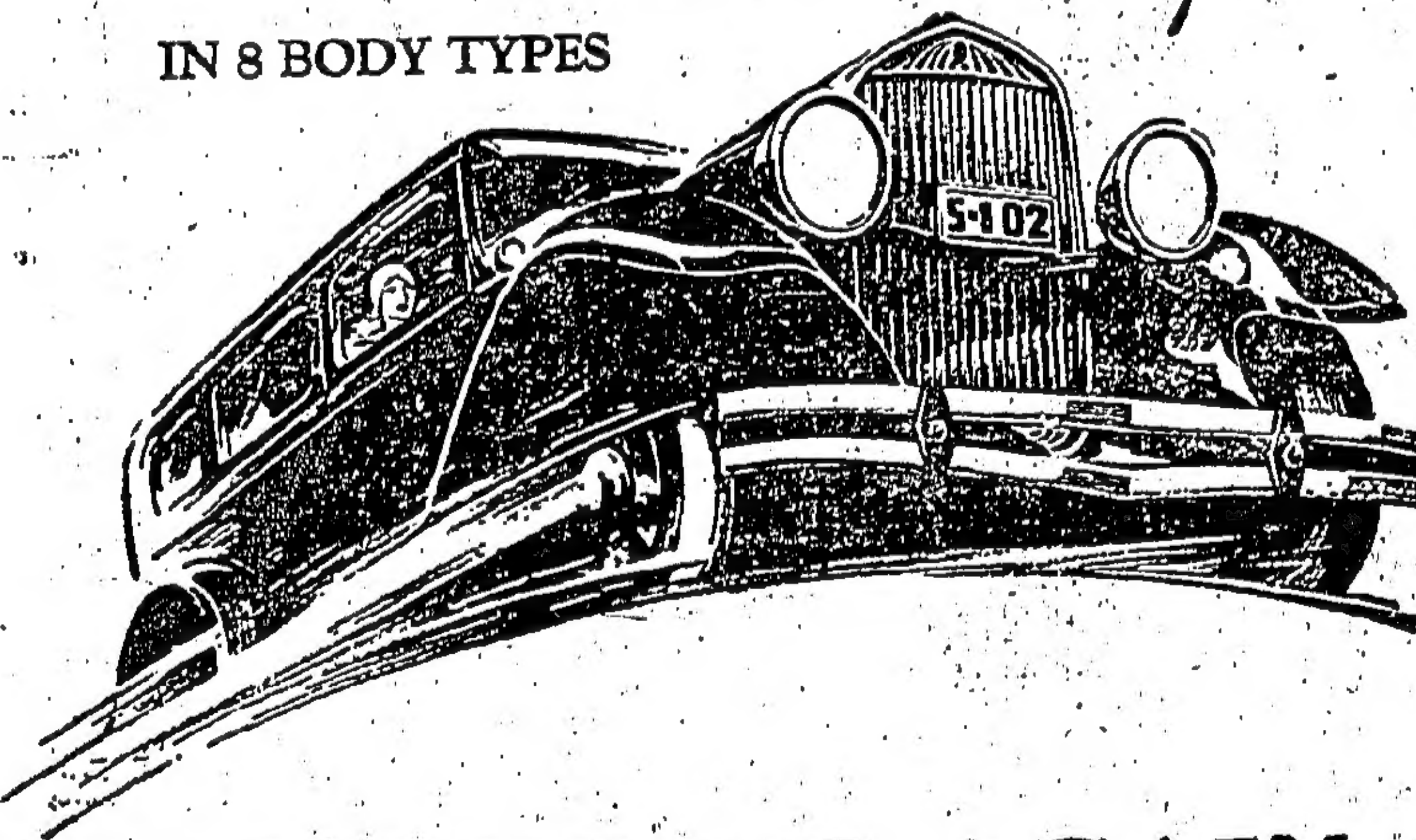
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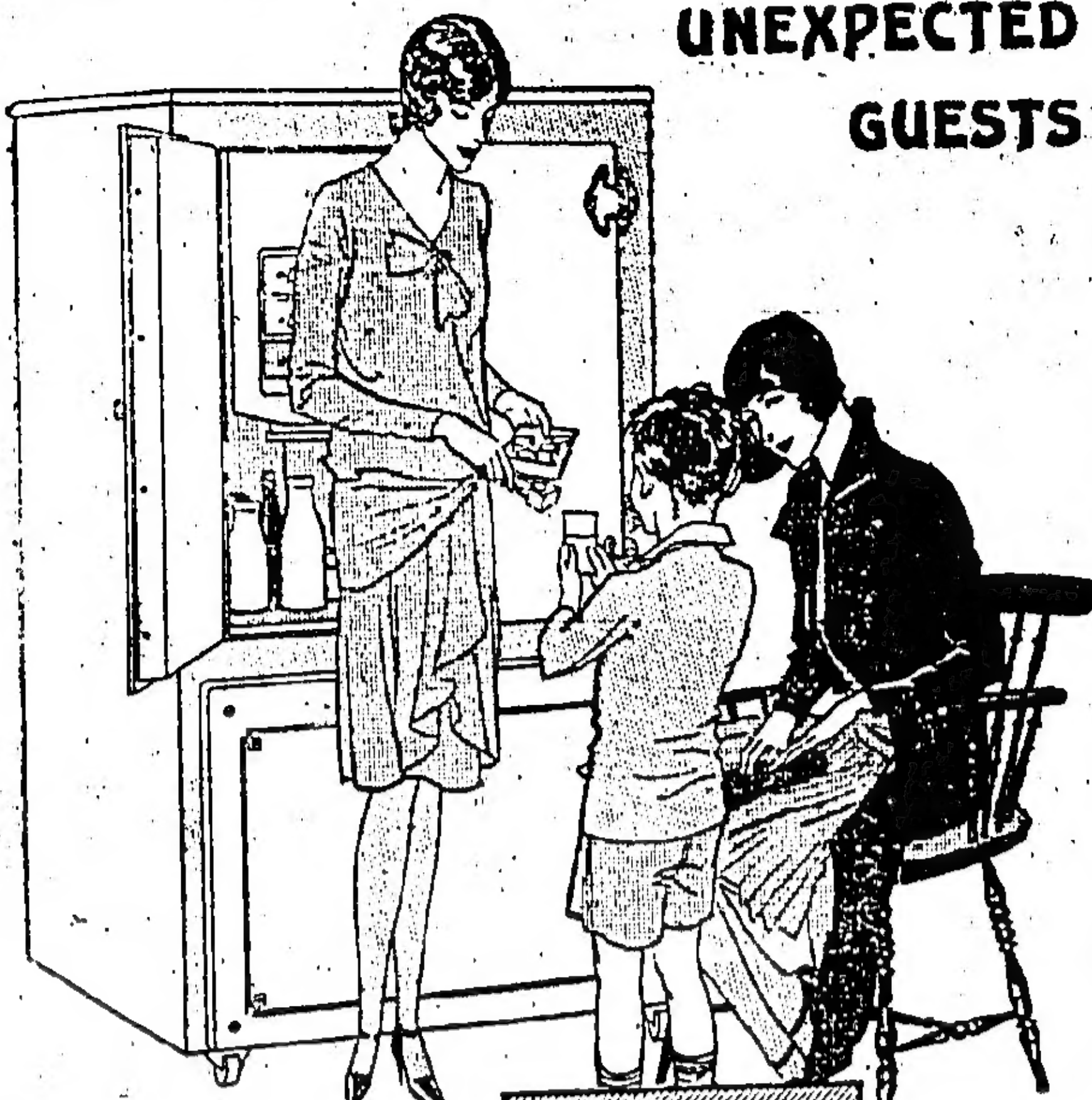
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GUESTS

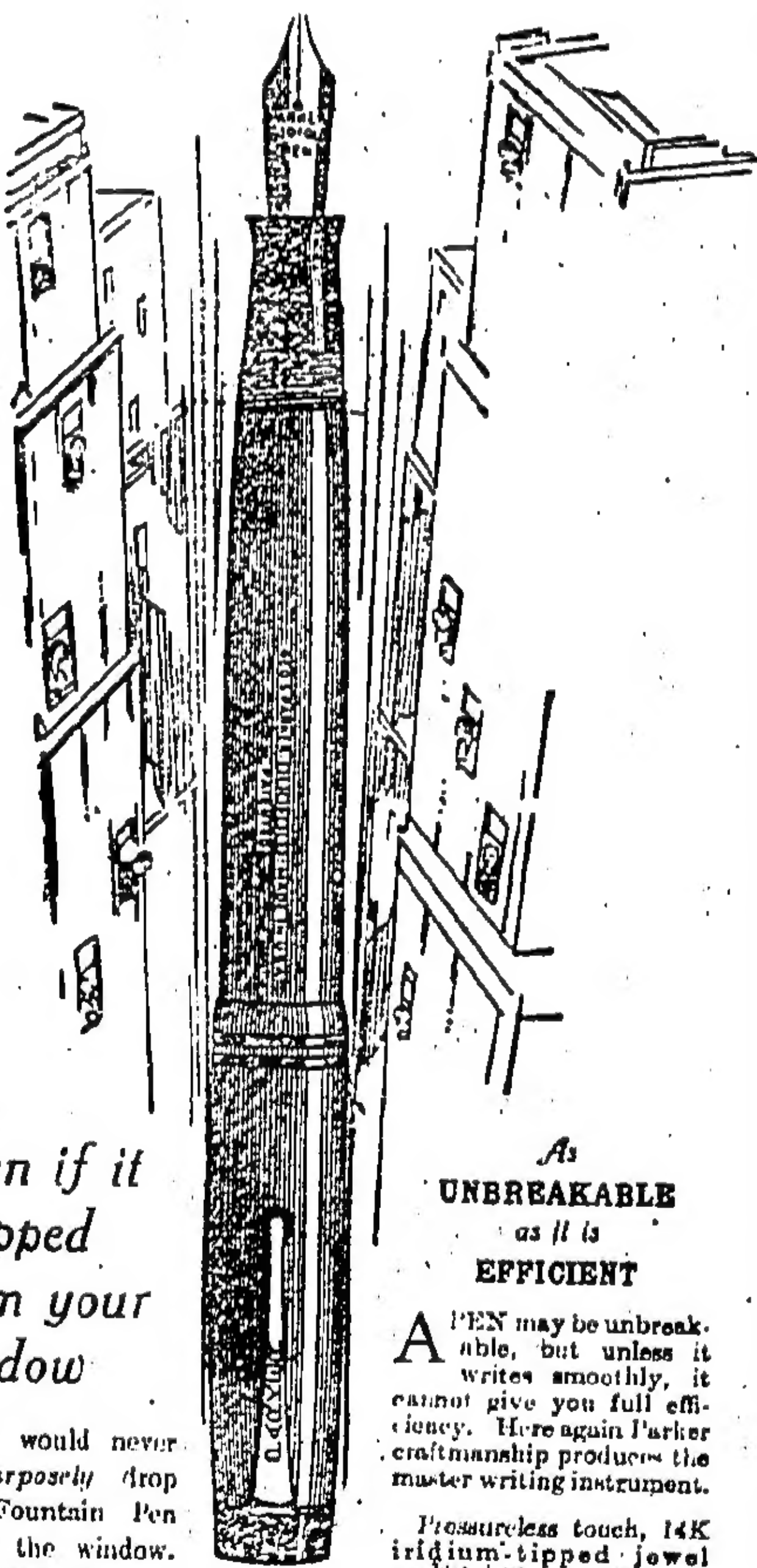
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The final report of the Departmental Committee on Ethyl petrol states that there is no reason for prohibiting the use of Ethyl petrol. If Ethyl petrol were used universally it is stated, pedestrians, drivers, and even police officers on traffic control duty would not be likely to inhale dangerous quantities of lead. Also there need be no danger in garages from cylinder-head deposits, exhausts, or spillage, if there be regard to ordinary cleanliness and ventilation.

LUNDY ISLAND'S COINAGE.

GOVERNMENT TO OPPOSE RIGHT OF ISSUE.

It is understood that the Government is to contest the right of Mr. Martin Coles Harman, the present owner of Lundy Island, to issue special coins and postage stamps for use on the island.

Last year Mr. Harman's issues attracted interest among philatelists and numismatologists. The coins and stamps were based on the denomination of a puffin, with a half-puffin, the puffin being a sea-bird common on the island where it is known as a "Lundy Parrot." On the obverse of the coins is the head of the owner, while an inscription runs round the edge, "Lundy Lights and Leads."

Mr. Harman bought Lundy for £16,000 on October 21, 1925. He contends that the owner of the island has always been permitted to administer the island according to his own will. He points out that Lundy is a "vest-pocket-size self-governing Dominion, like Canada or Australia." But there is a difference, in that, according to the Representation of the People Act of 1918, the islanders who were qualified have had the franchise. They have voted at one election on the island itself, but since then on the mainland at Instow, near Barnstaple. At present there are four names on the voters' list for the Barnstaple Division, one being that of Mr. Harman himself and the other being a service man on the absent voters' list.

Mr. Harman states that if the his action regarding the issue of coinage is challenged he will appeal direct to the King.

An inquest, the only one ever held on Lundy, was conducted recently by the North Devon coroner on the island. Last week the ashes of Mr. Walter C. Hudson Heaven, a former owner of the island, were placed in a vault on the island. He died in Australia, but at his wish the ashes were taken to Lundy.

Lundy is not the only part of the British Isles enjoying "Home Rule." The Cal of Man and Brownsea Island, near Poole, are privately owned, and have special privileges. Feudal conditions also survive on Herm, one of the smallest of the Channel Isles.

In the thirteenth century Lundy was held in demesne by the Crown, but has changed hands many times since then.

LINER STOPS TO SAVE DOG.

RESCUE IN THE BAY OF BISCAY.

The humanity of a Liverpool ship's captain in turning his ship round in mid-ocean to save the life of a dog which had fallen overboard has come to light.

The commander was Captain A. D. Turton, in charge of a Clan liner carrying a number of valuable foxhounds from Liverpool to Bombay.

"When the vessel was crossing the Bay of Biscay," writes a friend of the captain, "the foxhound had just been exercised round the deck and was tied up on the after deck."

"About eight a.m. it was missed. It must have slipped its collar and fallen overboard."

"The chief officer noticed the collar hanging empty. A search was made, but the dog could not be found."

"Half an hour passed before the loss was reported to the captain, but as soon as he learned of it he turned his ship round and teamed back the estimated distance travelled since the mishap, plus an extra mile."

"The dog was not seen and the vessel turned round again and stood on the southerly course. The dog was then sighted."

"Captain Turton hove to while a boat was lowered and the dog was hauled aboard exhausted. A few hours of careful attention and it completely recovered."

"I WANTED TO SEE MUMMIE."

WHY BOY OF NINE CAME ALONE TO LONDON.

"I wanted to see mummy. She hasn't been to see me for six weeks."

This was the explanation of 9-year-old Dicky Harding, Eastern Esplanade, Southend-on-Sea, after he was sent back home by the police from Liverpool-street Station, London.

The boy's mother is employed in Hampstead. Dick left his father's home in the early morning, hatless and wearing his slippers.

He managed to get to Liverpool-street Station, where his forlorn little figure attracted the attention of a man, who gave him a meal and handed him over to the police.

Dick had previously been reported missing, and on that occasion was found asleep on a cold, dark night in an open boat.

A FUSS ABOUT A FORTUNE.

LUCKY GIRL WHO FAILED TO UNDERSTAND.

£20,000 SURPRISE.

Left a fortune under the will of Mr. John Samuel Newlyn, Miss Marjorie Joyce Clementson, daughter of the rector of Staplehurst, declared in an interview that she "did not know what all this fuss is about."

Miss Clementson, who is 24 and a lover of outdoor life, is living at Knoll House, the former home of Mr. Newlyn. It is a lovely old-world dwelling, standing in its own grounds and hidden from the road by trees.

"Mr. Newlyn was a friend of mine," Miss Clementson went on. "He had lived here many years, and in time we became very great friends. That is all."

"Enormously Surprised."

"I was enormously surprised when the legacy was announced, for I had no idea that any such fortune was coming my way."

"My father has been rector here for nine years, and it was really through my being superintendent of a Sunday school mission about two miles away that I became friendly with Mr. Newlyn. Going backwards and forwards every Sunday, as I did, I often used to call in here for tea."

Mr. Newlyn's wife died in 1925, and afterwards he was a very lonely man. My father had been friends with him for many years—long before I knew him."

"Details published regarding the legacy are in some cases incorrect. The estate has not yet been completely wound up, and at the moment I cannot say definitely what my income will be."

"The Assistant Curates."

"At the most I should say that it will come from a capital sum of £20,000. I only get the income, the capital being in trust."

"I am going on with my parish and social work. My father has no curate, and my sister and I do all we can to help him. Among lots of people around here we are known as 'the assistant curates.'"

Miss Clementson was reminded of the condition in the will that she must forfeit the house and the income if she marries, and of the fact that English law would not allow such a condition to operate.

"In any case the stipulation does not matter, for I am far too happy to, well—"

"But if I ever do want to get married," she added, "I certainly shall not allow this place to stand in my way."

VANISHING CLERGY.

MAY BE EXTINCT IN THIRTY YEARS.

That the number of clergymen was decreasing at such a rate that they threatened to become extinct in England and Wales in 30 years, was the declaration of Mr. C. E. M. Joad, at the National Union of Students Congress at Cambridge.

Churchmen, he said, were absorbed in controversies over technical matters of no interest to the layman.

Young men and women to-day found it impossible to accept the old idea of religion. Whenever they went into a church they were required to leave their intelligences in the porch.

Captain C. W. Hume, of London University, said Mr. Joad's attack could not be taken seriously. With the present conditions of pay, only a martyr would become a Church of England clergyman.

£20 A SEAT POLO TESTS.

WHAT RICH AMERICANS ARE PAYING.

Twenty pounds is being paid by wealthy Americans for a seat at the America v. Britain polo matches, on the Meadowbrook ground, Long Island, in September. The ground holds 40,000 people.

The British public will be able to see good polo for a fraction of this price, for the Roehampton Club has decided to open a second ground with a shilling gate.

These were two of many interesting facts disclosed by Lord Cowdray, chairman of Hurlingham Polo Club Committee, and Major Lister, manager of the Roehampton Club.

They were discussing the forthcoming tour of the British polo team in America.

Gate Money for Expenses.

A percentage of gate-money at the matches for the Westchester Cup, it was revealed, is being set aside to pay the heavy expenses of the English team.

The English team will consist of Captain Tremayne (captain), Captain C. T. Roark, Major Phipps Hornby, and Mr. Humphrey Guinness, with seven "spurs"—Captain Richard George, Major Atkinson, Mr. Gerald Balding, Mr. Aidan Roark, Colonel T. P. Melville, Mr. Stephen Sanford and Captain Sanderson.

The players are to practice at the Beaufort Polo Club ground near Malmesbury till May when they will play in trial matches at Hurlingham Club, Ranelagh, and Roehampton till early in July, when their 30 ponies will be shipped to America.

On August 11 the English team will have its first practice in America and the first of the three matches for the Westchester Cup will take place on September 6.

Well Endowed Sport.

"American polo is in such a flourishing condition that large funds are available for international matches and helping young polo clubs," said Lord Cowdray.

"Transporting an English team with its ponies to America is, of course, a very costly business."

"One of the great drawbacks that we have to face," Captain Tremayne told the *Daily Chronicle*, "is the great heat, to which American ponies are accustomed. The match has to take place in September, and the heat is terrific."

"However, we hope to have three weeks' practice in which to get accustomed to the climate."

"Newspapers, from being the luxury of the few, have become a necessity for all," said Mr. J. R. Clynes, the Home Secretary, who was the principal guest at the annual dinner of the National Union of Journalists at Manchester.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) which doctors give many names, but which few of them really understand. It is simply weakness—abnormal weakness, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits, and want of energy for all the ordinary duties of life. Now, what one is absolutely essential in all such cases is increased vitality—vigor, vital strength and energy, to throw off these morbid feelings, and as night succeeds the day this may be more certainly secured by a course of THE NEW FRENCH REMEDY, THERAPION No. 3.

This is a very other known combination. Securely as it is taken in accordance with the directions accompanying it, with the bacteriological laboratory THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH.

and a new extension imported in place of the old had to satisfy the most exacting requirements. This wonderful tonic is suitable for all ages, constitutions and conditions, in either sex, and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this recuperative essence, which is destined to cast into oblivion everything that has preceded it for this wide-spread & numerous class of human ailments. Sold by leading Chemists, or other No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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Saturday, 24th May 1930

Dinner \$5.00

Special Late Bus to Hongkong

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Tables may be reserved at Hongkong Hotel
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"ONE MIGHT THINK SHE WORE FRESH VIOLETS EVERY DAY"

* * * yes, English hedgerow violets * * * loveliest of flowers * * * *parfum incomparable*.

For SHE is toilet-wise; knows the allure of Erasmic's fairy fragrance; loves the luxury of its cream-smooth lather.

Entrusts the beauty of her skin to no other soap. Realizes the benefits of Peerless Erasmic—how it soothes, preserves, beautifies as no other soap can.

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All Chemists and Stores have Erasmic Toilet Specialities.

THIS AFTERNOON'S RACING.

GOOD PROSPECTS IN THE HANDICAP EVENTS.

"RINGTAILS" TIPS.

With the exception of the Customs Handicap and the Substitute Stakes, fields should be fairly large for the Fifth Extra Race Meeting at Happy Valley this afternoon.

Two ponies, Royal Flush and Zorhan, both of which have loomed large in the public eye of late, should win their respective races, and with Winsome Stag, which has been entered for the Novice Race, should make a very formidable trio and show a return for an investment each way.

Some exciting finishes should be seen in the handicap events, of which there are seven.

Some of the runners of the last few Meetings will be absent, having been sent to Shanghai for the summer season. However, a good sprinkling of first-class ponies is still with us, and everything points to the success of this Meeting.

My selections are as follows:

1st Race.
Zorhan
Piccalilli
New Years Eve

2nd Race.
Four Clubs
O'Moon
Christmas Frolic

3rd Race.
Armony
Abel
The Pheasant

4th Race.
Royal Flush
November
Monterey Bay

5th Race.
Town Hall
Little Thunder
Mike

6th Race.
Winsome Stag
San Francisco
Chesapeake Bay

7th Race.
Zephyr
Duke of Normandy II
Thunderbolt

8th Race.
Carnival Eve
Christmas Chimes
Nationalist II

9th Race.
Duke of Milan
Kibirilli
The Jamaica

10th Race.
Osiris
Lonesome Night
Chess Hall

CINEMA NOTES.

"MADAME X" DRAMA OF MOTHER LOVE.

"Madame X", perhaps the stage's greatest drama of mother love and, incidentally, credited with being the "courtroom drama" in history, has come to the talking screen, a rejuvenated and certainly much more interesting drama than in its older form.

Metro-Goldwyn-Mayer's all-talking version of the famous old play, with Ruth Chatterton in the title role and Lionel Barrymore as the director, presents an older drama in a very glamorous new dress. It retains all the drama that made the original practically a classic of the stage, but it presents it in the new, swiftly moving structure of the screen. It is, literally, a blend between the style of the silent drama and the stage—its tempo that of the silent picture with its rapid action and kaleidoscopic changes of locale. The dialogue, too, is different—shortened and concentrated to match the action. It is in effect a concentrated essence of drama.

Ruth Chatterton, as the ill-fated heroine, is superb. Rising to the heights of dramatic emotion and the depths of despair by turn, she gives a performance that is literally a revelation as to what can be done by an artist with this new medium of the screen, and Lionel Barrymore's deft direction of every scene is echoed in the subtle little influences that fairly grip the audience.

The cast is a perfect one. Lewis Stone, as the stern husband and Raymond Hackett, as the son, have the two most important male roles, and young Hackett, in the dramatic courtroom scene, perhaps even surpassed his great role in "The Trial of Mary Dugan." Eugene Besserer as "Boe," Holmes Herbert as "Noel," Ullric Haupt, Mitchell Lewis Sidney Toler, Carroll Nyer, Grand King, Chappell Dosett, Richard Carlo and the rest are all seen in roles that they fill as though they were specially written for their individual talents.

WINE IN PRINCE PICTURE.

ARTIST DISCOUNTS STORM AT ACADEMY.

EARLY CRITICISM.

A painting of an ice skating carnival showing the Prince of Wales in the foreground sitting at a dining table with an uncorked bottle of champagne at his elbow, has aroused criticism.

It is the work of Mr. Howard Robinson, and it is to be exhibited at this year's Royal Academy.

The Prince is shown knocking the ash from his cigar as he watches the skaters in fancy costumes who provide a riot of colour.

"Some people are jibbing at the bottle of champagne," Mr. Robinson told a Press representative.

"They describe it as bad taste on my part and declare it will give offence to many people."

"I believe a photograph of King Edward in close proximity to a bottle of wine caused something of a stir at Court, but public opinion has advanced since then."

"Why should not the Prince of Wales be allowed champagne? Moreover, my original sketch has been approved by the Prince's staff at York House, who gave me permission to include H.R.H."

When Mr. Robinson included the Prince in a previous group, the Prince found fault. It depicted an evening at the National Sporting Club.

"I don't know much about painting," said the Prince, "but don't you think my collar is a little too high? It has the effect of making my neck look short. But it is not your fault. It's those laundry people who have washed my collars all wrong."

The rink picture, which includes about 150 figures, has taken five months to paint.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1435 b.
Chartered Bank, \$174 n.
Mercantile A. & B., \$304 n.
East Asia, \$1184 b.

Insurance.

Canton Ins., \$915 b.
Union Ins., \$435 b.
North China, Ins., \$15. 160 b.
Yangtze Ins., \$50 n.
China Underwriters, \$1.85 b.
China Fire, \$365 b.
H. K. Fire Ins., \$925 b.

Shipping.

Douglases, \$224 n.
H. K. Steamboats, \$254 b.
Indo-China, (Def.) \$43 n.
Union Waterboats \$33 b.

Mining.

Benguets, \$74 b.
Kailans, \$11/3 n.
Langkats, \$13.10 n.
S'hai Explorations, \$1.30 n.
Raubs, \$214 s.
Tronohs, \$1/- n.

Docks, etc.

Kowloon Wharves, \$185 s.
Whampoa Docks, \$40 b.
China Providents, \$6.10 b.
Hongkows, \$15. 260 b.
New Engineerings, \$1.8 b.
Shanghai Docks, \$1.33 n.

Cottons.

Ewo Cottons, \$13.80 sa.
S'hai Cottons, \$1.82 (old) b.

Lands, Hotels, etc.

H. and S. Hotels, \$12.95 sa.
H. K. Lands, \$34 b.
S'hai Lands, \$1.272 b.
Humphreys, \$15. b.
Realities, \$11. sa.
Chinese Estates \$98 s.

Public Utilities.

Tramways, \$20.75 b.
Peak Trams (old) \$11.25 n.
Star Ferries, \$86 b.
China Lights, (Old) \$284 sa.
H. K. Electric, \$794 b.
Macao Electric, \$23 s.
Telephones \$13.75 s.
China Buses, \$1.194 b.
Singapore Tractions, 10/- s.

Industrials.

China Sugars, \$1.10 s.
Malabons, \$27 n.
Cald: Macg. Ord: \$15. 10.70 n.
Canton Ices, \$2.50 n.
Cements (Comb.) \$16.50 s.
Ropes \$9.10 n.
United Asbestos \$5 b.

Stores, etc.

Dairy Farms, \$26. b.
Watsons, \$124 n.
Der A. Wings, \$1 b.
Lane Crawford, \$3.50 n.
MacKintoshs, \$194 n.
Sinceres, \$12 n.

Miscellaneous.

Amusements, \$294 b.
Constructions, \$1.70 b.
B'que Ind. G. Bonds, 69% b.
H.K.G. Loan 8 1/2% Prem. Ex. Int.

SHANGHAI JOCKEY SUSPENDED.

HAIMOVITCH NOT TO RIDE TILL NEXT YEAR.

CHAMPIONS INCIDENT.

Shanghai, May 12.
As the result of a meeting of the Stewards of the Shanghai Race Club on Saturday night, it was decided to suspend Mr. Victor Haimovitch from riding until December 31, 1930.

The decision was reached following a special meeting of the Stewards, at which evidence was given by both Mr. Haimovitch and Dr. E. J. Edgar regarding the incident which led to the suspension of Mr. Haimovitch from riding in the Champions on Wednesday last.

It will be recalled that Mr. Haimovitch, who has been riding ponies successfully in Shanghai during the past ten years, and who was expected to ride Busy Bee in the Champions, was not permitted at the last minute to ride any pony in the main event of the Spring meeting. His mount, Busy Bee, was given to Mr. Bowling, who successfully rode the pony to victory.

It subsequently transpired that Mr. Haimovitch had been disbarred from riding owing to certain charges levelled against him by Dr. Edgar in whose name the winning ticket was held. Prior to the race, the Stewards held a meeting and suspended Mr. Haimovitch from riding in the Champions.

On Saturday, a further inquiry was held, as the result of which Mr. Haimovitch was suspended until the end of the current year.

PUG RETURNS TO FAVOUR.

BUT MUST BE SLIM AND ACTIVE NOW.

The sudden rise to popularity of the pug was evidenced by the record entry of 160 for the open show of the Pug-Dog Club at Trinity Church Hall, Great Portland-street, W.

These little dogs, brought over originally by William of Orange, are undergoing the same change of figure as the modern woman.

Once pugs were fat, lazy, comfortable creatures, wheezing their lives out before blazing fires or trotting along with their mistresses, nearly always elderly.

The modern pug must be thin, active, with a well-curved tail, a large head in comparison to body, and of a clear fawn colour without black shadings.

Baroness Burton, well known as the breeder of Cairn terriers, is one of the latest converts to the pug-dog fashion.

"I think they are excellent dogs for children, as they are so good-tempered," she said in an interview. "I find my little pug a trustful house dog. Pugs need never snore."

Twelve persons were killed and 17 seriously injured when a train struck a crowded motor-bus at a level crossing at Gilet, near Valencia. The motor-bus became wedged on the front of the locomotive, and was pushed along for 300 yards, finally falling clear and rolling down an embankment. Mutilated bodies and torn articles of clothing marked the path of the locomotive until it was pulled up.

WORLD'S BEST DANCERS.

ROMANTIC RISE OF A LANCASHIRE LASS.

BRITISH DISTINCTION.

Once a beginner in a Tiller troupe, Miss Ethel Helliwell, a pretty Lancashire lass, is now mistress of the ballet for Mr. Francis Mangan, the American who directs the Paramount productions for the Plaza Theatre.

Mr. Mangan might have chosen an American girl for this important position, but he is convinced English girls are the best dancers in the world that his 12 Plaza Girls are English, his 24 Tillerettes are English, and his mistress of ballet is now an English-woman.

Miss Helliwell was busy rehearsing the ballet when a Press representative saw her with her rouses.

Half from Lancashire.

"We are proud of the fact that 50 per cent. of the girls come from Lancashire," she said.

"The Tillerettes have just completed a most successful season at Monte Carlo, where they were the rage. After the Coliseum engagement the Plaza Girls are going to Paris to appear in talkie productions.

"There is a wonderful team spirit among the girls. They do not think of personal ambition, but are supremely happy if their troupe appears in bigger and bigger letters on the bills."

"All the girls have been trained by Mrs. John Tiller, with whom Mr. Mangan has contracts."

Sister as Captain.

"Before I became mistress of the ballet for Mr. Mangan," added Miss Helliwell, "I was captain of the troupe, a position my sister now holds."

"We are looking forward with great excitement to the opening night at the Coliseum, for we have wonderful scenery."

"The all-silver sequin costumes are the prettiest imaginable, and the Garden of Orchids scene is charming."

"Toe, step, acrobatic and high-kicking dancing will be seen, and we have one singer, Miss Florence Starr."

Miss Helliwell and her sister Mabel will do speciality dancing.

EXCHANGE RATES.

London, May 16.

Paris	123.055
Brussels	34.82
Amsterdam	12.085
Berlin	20.37
Copenhagen	18.165
Vienna	34.465
Prague	164
Lisbon	108.80
Bucharest	818
Buenos Aires	43.1/16
Shanghai	1/40
Yokohama	2/10.13/32
New York	4.86
Geneva	25.13
Milan	92.68
Stockholm	18.125
Oslo	18.16
Helsinki	193
Madrid	39.745
Athens	375
Rio	5%
Bombay	1/5.13/16
Hongkong	1/5.7/16
Silver (spot)	194
Silver (forward)	19.3/16

The Very Idea!

What does 1931 hold in store? Let the prophetic voice of Old Moore speak through the pages of Foulsham's Almanack, as it has done every year since 1697.

Old Moore is optimistic. He starts off in a foreword with a clarion cry. "Britons! get ready and prepare for the new and happier state of life which begins in 1931."

There are "black" days, however, in Old Moore's Calendar. On January 5 he predicts the death of an important member of the Ministry. February is a "black" month for India, and the old seer prophesies outbreak of violence and lawlessness in Calcutta.

Theatre goers should know of Old Moore's warning about March 20, a day which he has set apart for a disaster in a London theatre "which will exact a heavy toll among the younger generation."

March, in fact, despite the foreword, seems to be full of mishaps, accidents, and disasters.

A famous political Minister will "pass over," according to Old Moore, in June, which is a bad month for our own Royal Family. Old Moore has fixed the fall of the Government for the middle of October, and the return of a new National Party. Foreign and Empire trade will be one of the main issues before the electorate.

"I am seeking a cashier."
"We supplied you with one last week."
"That's the one I am seeking."

[A Frenchman has invented a microphone with a loud speaker attachment for the use of motorists.]

When I bend over the microphone, As I drive my speeding car, Shall I speak in a soft and gentle tone

That yet will carry far? Shall I coo on a dove-like note and say

"Excuse me, sir, but you're in my way. Sorry to trouble you and all that, But I should so hate to knock you flat,

So would you mind . . . ? That's awfully kind! I feared that, perhaps, you were deaf and blind.

No, don't apologise, sir, I pray. Good day, good day, good day!"

Or do you think, as a turn reveals A pedestrian just ahead Trying hard to get under my wheels

As if he wished to be dead. I might possibly feel inclined to say, "Where are you going, you silly Jay?"

You half-baked, doddering idiot, toad. Do you think that you own the whole of the road?

Jump for it quick! Hi! you! look slick! Or I'll step on the gas and take the trick.

You moth-eaten microbe, I'll make you pay, If you don't get out of my way!"

Shakespeare has become an examination bogey to half the children of the world.—Prof. Eric Gillett.

The real progress of humanity probably depends far more on the conception of duty than on the conception of rights.—Lord Hewart.

I feel that we have definitely touched bottom, and that the near future holds better times.—Sir Arthur Duckham.

Parliament is the institution that needs rationalising more than any other in the country.—Mr. J. M. Kenworthy, M.P.

We never had such good writing in the newspapers as at the present time.—Sir John Foster Fraser.

Housekeeper:—"I regret to say, sir, that your son and the cook have eloped."
Rich Old Party:—"Thunderation! Then we shan't have any dinner!"

MENTAL PATIENTS IN PERIL.

PANIC SCENES AT BIG BLAZE AT ANTRIM.

Remarkable scenes were witnessed during a fire at Antrim Mental Hospital, when 230 patients—of whom 130 were women—had to be removed.

Although the fire completely destroyed a large section of the building, causing damage estimated at £30,000, not a single case of injury is reported.

Panic several times threatened to break out, but the removal was accomplished without disaster, and emergency accommodation was found for the removed patients in another section of the buildings.

There were exciting scenes. The attendants were assisted, in their efforts to deal with the outbreak, by police and others from Antrim and the surrounding district.

As there was a serious shortage of water, however, the fire rapidly assumed serious proportions and a call was sent to the fire brigade at Belfast, some 25 miles away.

It was not until 3 o'clock in the morning, however, that the fire was definitely under control.

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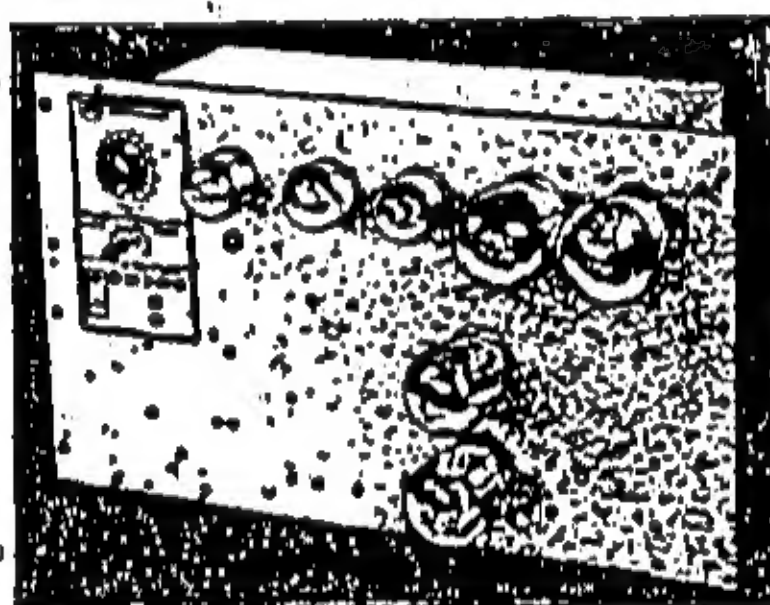


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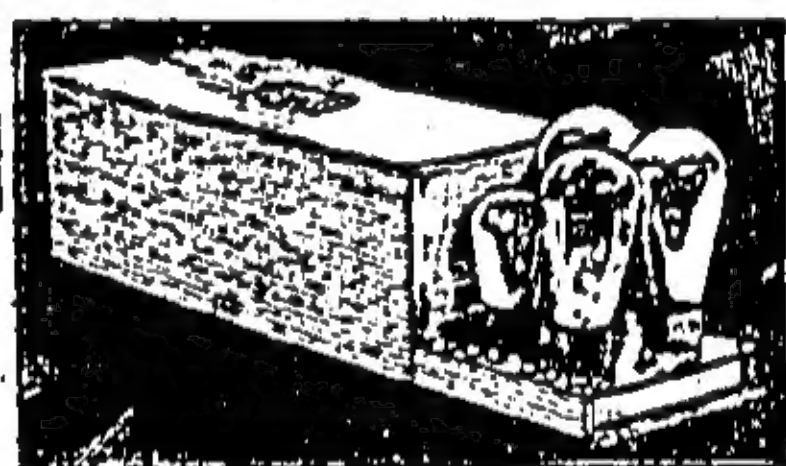
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Gifts of Boys' Clothing will be gladly accepted at the City Hall any Monday or Thursday from 10.30 to 11.30 a.m.

RACING SENSATION.

STEWARDS DISQUALIFY ORLANDO.

Following on an enquiry by stewards of the Hongkong Jockey Club, notification was posted yesterday to the effect that the Hongkong Jockey Club had discovered that a stimulant in the form of whisky had been administered to a griffin of this season, Orlando, owned by Mr. Retsuj, and that the two victories of this pony on the first and second days of the fourth extra race meeting would therefore not count. With the disqualification of Orlando, the second ponies in each instance are awarded first prize. Accordingly, Christmas Frolic is officially announced winner of the Commonwealth Handicap, "B" Class, on the first day, with Cream Cracker second and Gay Caballero third. In the Mrs. Bay Handicap, "B" Class, on the second day, Lobster Bay is announced first, with Christmas Frolic second, and Armony third.

It should be noted that while the decision of the Jockey Club will affect the ponies in each race, it will not affect the pari-mutuel dividends. Incidentally, Orlando returned the winning dividends of \$55.10 and \$43.90.

Official Notifications.
The text of the official notifications by the Stewards, are as follows:
Fourth Extra Race Meeting, April 19, 1930. Commonwealth Handicap "B" Class.

As a result of an enquiry, the Stewards found that a stimulant in the form of whisky had been administered to the pony Orlando prior to the race.

The Stewards disqualified Orlando, and awarded the race to the pony placed second.

The official result is as follows:
1. Christmas Frolic.
2. Cream Cracker.
3. Gay Caballero.

By Order of the Stewards, (Signed) C. B. BROWN, Secretary.

Hongkong, May 15, 1930.

The other letter, in precisely similar terms, deals with the Mrs. Bay Handicap "B" Class, run on Apr. 21. The placings in this race are given as:
1. Lobster Bay.
2. Christmas Frolic.
3. Armony.

The Warning.
The third letter states:
"The attention of the Stewards has been drawn to instances of ponies having been given stimulants for the purpose of affecting their speed."

The Stewards wish it to be clearly understood that the administering of Sam Soe or similar stimulants to a pony is strictly prohibited.
"Offenders will be dealt with summarily under Rule of Racing No. 168 (VII)."

By Order of the Stewards, (Signed) C. B. BROWN, Secretary.

FATHER PAYS OVER TOY GUN.

SHOT THAT HIT BOY IN THE EYE.

A parent who gives a child a dangerous toy and fails to see it is used only in circumstances which are safe is liable for injury done by the toy.

This was the ruling of Mr. Justice Finlay in the High Court when he entered a verdict for £135 and costs against Mr. and Mrs. Thomas Alexander, of Disraeli-road, Putney.

The claim was put forward by Patrick Hawley, aged 13, and his father, Mr. Peter Hawley, of War Seal-mansions, Putney.

Patrick Hawley suffered the loss of an eye due to the discharge of an air gun by the young son of Mr. and Mrs. Alexander, who fired at a box young Hawley was carrying.

"Mrs. Alexander gave her son 3s. to buy the gun, and she knew it was a dangerous thing," said Mr. Justice Finlay. "Mr. Alexander did not know the boy had the gun, and would not have approved if he had."

"I cannot doubt that in giving her son a thing which she knew to be dangerous the mother did so at her peril and she was bound to see that he used it in circumstances in which it could not cause damage to others."

"She told him not to take the gun into the street. There are many other things she ought to have done, and she might very well have locked the gun up and seen he only used it in circumstances which were safe."

"No precautions were taken to prevent him using the gun in a dangerous way. Mrs. Alexander was, therefore, guilty of negligence."

Kathleen Kerry, the 16-year-old sister of the boy, was also injured by the discharge of the gun. She was taken to the hospital, and after a long stay, she is now recovering at home.

WIFE IN BLAZING HOUSE.

JURY CRITICISE MAN AT AN INQUEST.

FIRE MYSTERY.

"Significant and suspicious" were the words used by the Leicester coroner to describe the circumstances of the fire in which Mrs. Edith Lucy Mills lost her life at Thurston early on the morning of March 20.

The jury criticised the conduct of the husband, Mr. John Mills, in a rider added to an open verdict. "We think he might have done a great deal more to rescue his wife," they said.

Five Insurances.
Sergeant Childs, of Leicester County Police, said Mills had been registered in three insurance schemes for several years and in another for two weeks. On the afternoon before the fire two canvassers called and induced him to take a local paper and he signed the registration form there and then.

Two local insurances were for £100 each and another for £500. He had no private policies relating to his wife.

Superintendent Hall, Leicester City Police, said that Mills made a statement, and signed it, to the effect that he was awakened by a smell of burning about 1 a.m. He left his wife sleeping, and went downstairs, and on opening the door of the shop was driven back by smoke and fumes. The statement went on:

"I rushed upstairs and called to my wife that the shop was on fire. She rushed to the children's room. I ran to the constable's house and asked him to telephone for the brigade. When I returned to the shop it was burning fiercely."

"I got a ladder and climbed up to the room. The little girl was passed down to me and I groped round and found my son and lifted him out."

"I had a handkerchief round my mouth, climbed in and, with the aid of a flash lamp, found my wife unconscious. I tried to get her through the window, but could not, and climbed out for fresh air."

"Again I tried to rescue her, and by that time the brigade had arrived."

"My financial position is very poor. The shop and house belong to my wife, and £243 is owing on them. The stock and furniture were insured for £400 each."

"I am unable to state the cause of the fire. It is the first I have had. I have recently been pressed for money. My debts are about £50, and I have several county court summonses."

Husband's Evidence.
Mills, after being cautioned by the coroner, said he wished to give evidence. His statement was correct, he said, except that he made four or five attempts to save his wife. He did not know how the fire started.

Answering the coroner, he said he left his wife in the burning house to get help. He did his best on the impulse of the moment.

Coroner: You could have replaced your house. You could not replace your wife. I should have thought the first thing would have been to get her out.

FALL DOWN A PRECIPICE.

HOLIDAY ACCIDENT ON HELVELLYN.

A serious mountaineering accident, in which Mr. J. B. Clyne, of Wembley-gardens, Orrell, Liverpool, met with grave injuries, occurred on Helvellyn.

Accompanied by his son and his nephew, Mr. Tyson, of Eden Hall, Cumberland, Mr. Clyne was walking from Patterdale to Grasmere. The route chosen made it necessary to cross the Striding Edge on Helvellyn, a path from which a deep precipice falls away.

A high wind was blowing and his son said he could not make the crossing.

They turned back, and just as they were doing so, Mr. Clyne, who is about 50 years of age, slipped on a rock and fell over the precipice. His body rolled over and over for a considerable distance, and was brought to a standstill against a wall.

Willing Helper.
His companions climbed down to him with great difficulty and found he was unconscious, with a gash on his head, a deep cut on his forehead and right eye.

Mr. Tyson hastened to Patterdale for help, and met Mr. Percy Robinson, of Windermere, who, having served in the Royal Army Medical Corps, was able to render first aid.

Police and a carrying party with a stretcher set out to get Mr. Clyne to the nearest part approachable by motor-car. Mr. Clyne was carefully placed on the stretcher, and the party set out on the return journey. So bad was the going that it took more than two hours to cover three miles.

Medical aid was obtained, and at Glenridding, as the man was still unconscious, he was put to bed in one of the cottages.

Mrs. Clyne was on holiday at Torquay.

been to have saved your wife and children. Why didn't you make some effort?—I realised I wanted help. I thought the lodger would make some attempt.

If you got into the room why did you not get her to the window-sill?—I could not get a proper grip of her. I was getting over-powered and came out for breath.

"Significant and Suspicious."
The coroner said that it was a most unsatisfactory case, "to put it mildly."

"The most amazing thing is the mistake which Mills said he made. The whole four could have come downstairs together."

"It is significant that Mills shut up the shop and was the only person to go into it after that. He was the only person to find out about the fire."

"It is significant and suspicious, but charges cannot be founded on mere suspicion alone. On the evidence before you you have no direct evidence against Mills."

The jury were 15 minutes coming to their verdict and rider. They said they were not satisfied with the conduct of Mills, and they thought the lodger could have done something. They did not pay any attention to the lodger's evidence.

PRETTY KOWLOON WEDDING.



Group taken after the wedding, at Union Church, Kowloon, on Saturday last, of Mr. E. L. Williams and Miss Norah Cosser.

NO PLACE FOR THE SOVEREIGN.

MODERN TENDENCIES IN FINANCE.

Modern youth's lack of acquaintance with the "golden sovereign" is no disadvantage in the present conditions of the world.

So Mr. C. H. Kisch, financial secretary of the India Office and author of a standard work on international banks, told the three hundred young men and women at the opening of the sixth annual Universities Congress arranged by the National Union of Students at Cambridge.

Mr. Kisch, who spoke on modern tendencies in finance, said gold currency represented by sovereigns or louis would be fatal to the industrial and social progress of the world. He was a firm believer in a gold standard as distinct from a gold currency. The Bank of England's action since the war stood out like a beacon light in the world of international finance. It had taken the lead in the restoration of the gold standard in Europe and shown the way to the greatest economy of gold.

There were still banks, however, to be taught that gold economy was a necessity. Price fluctuations were a curse.

The new Bank for International Settlements marked a great advance in international monetary control. It should lead to steady and consistent co-operation of central banks.

By such co-operation it might be hoped to minimise price level disturbance arising from monetary causes which threatened to impede the course of ordinary economic progress.

SHOUTING MAN AT L.C.C. MEETING.

RUIN OF CHILD'S EYES BY CLINIC ALLEGED.

There was a remarkable scene at the L.C.C. meeting at the County Hall.

A protest was shouted loudly by a man in the public gallery while Sir John Gilbert was outlining the Education Committee's plans.

"My child's eyes have been ruined," the man cried at the top of his voice. "For seven months he was treated for trachoma at one of your clinics, and he had no such thing. I as a father, am entitled to some redress. Better clinics are required."

The man was removed by two attendants struggling violently. As he was being almost carried from the gallery, some of the members of the Council laughed.

Inquiry Urged.
Mrs. M. M. Dollar (one of the Labour members) jumped up and exclaimed indignantly, "I protest at members laughing at such a thing as his child's eyesight being ruined."

There was a chorus of approval from many other members.

Mr. Cecil Manning said that although the public gallery was not the place for hearing grievances, he hoped that some inquiry would be made to see what the trouble was about and what could be done.

Sir John Gilbert said that any one with a complaint should write to him personally.

"What we want," said Mr. Kisch, "is a sane gold standard managed by sane people."

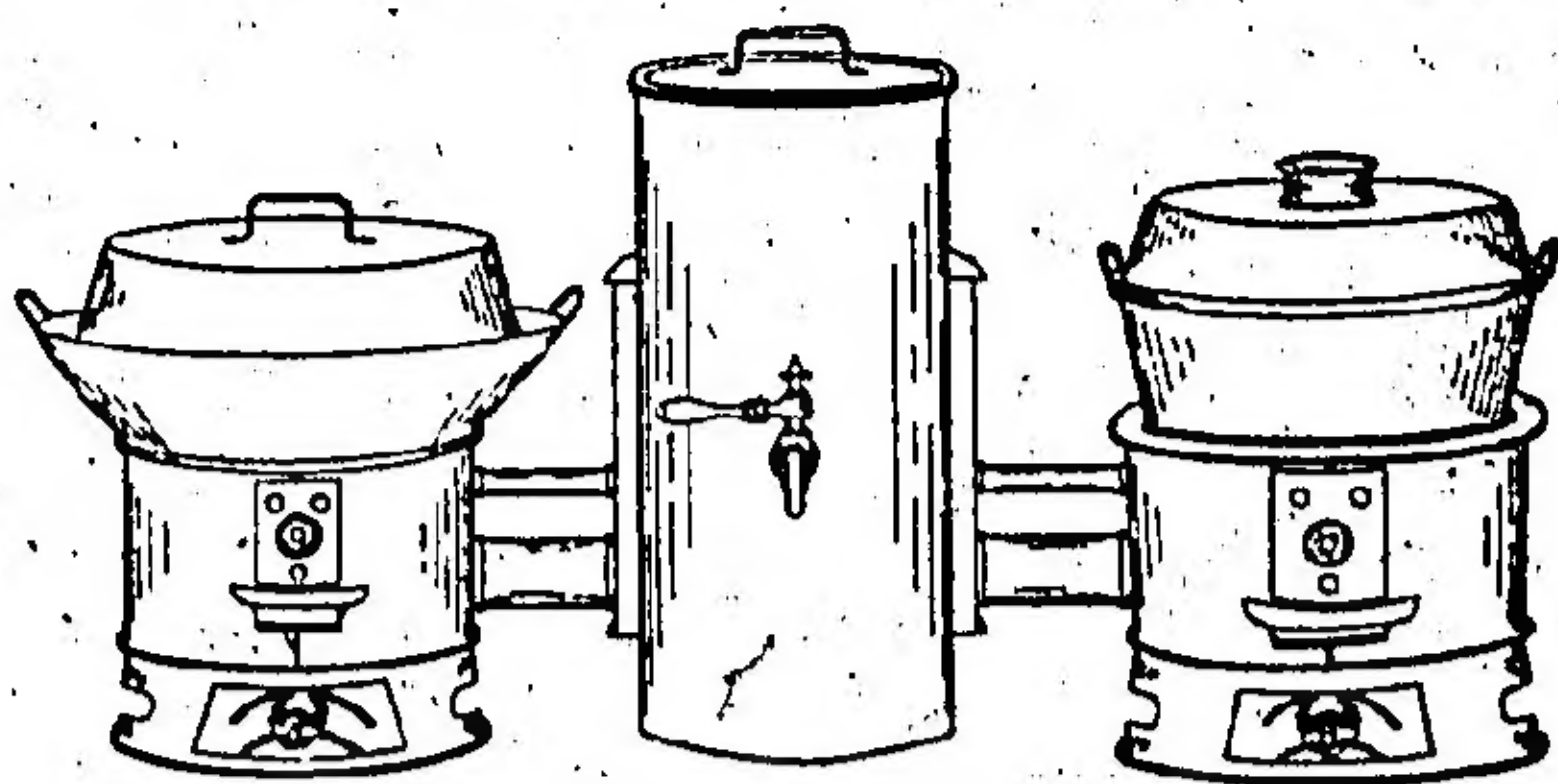


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ROAD SUBWAYS SAVE MONEY

HEAVY COST OF PIPE AND CABLE LAYING.

Constant excavation to reach water, gas, electricity, and telephone pipes and cables, in addition to causing notorious dislocation of traffic, nearly doubles the costs of road upkeep.

This is the opinion expressed in the annual report of the Roads Improvement Association.

Though Charing Cross-road is only the same width, and carries a heavier load of traffic, it has a subway for cables, and the cost of its maintenance is little more than half that of Tottenham Court-road, where, since there is no subway, the road has to be dug up to reach them.

Queen Victoria-street, E.C., is instance as a road of which the good surface and lack of congestion is due to the use of subways for public service pipes.

The public utility companies still resist the subway idea, because of the rent that would have to be paid for tunnels, and the restrictions placed upon them, as compared with their present, untrammelled liberties to excavate roads on the wildest possible scale.

A further objection is that all the various pipes would, in a tunnel, have to be placed close together.

As an indirect result of the Holborn explosion, the report adds, it is understood that a Royal Commission will shortly investigate the whole question in its widest aspects.

£7,200 GEMS LEFT IN CAB.

ASTONISHING ABSENCE OF MIND.

A Paris jeweller, who is named Ass, has suffered from a moment's absence of mind which may cost him £7,200.

M. Leon Ass, who has related his sad adventure to the police chief, arrived at Marseilles, with £7,200 worth of jewellery, including 60 diamond rings, beside bracelets and watches.

Leaving his luggage at an hotel, he went out, with a small bag, to show the gems to a jeweller friend. He stopped his taxi-cab at a post office and one shop, and at each he carried his precious bag in his hand.

Detectives' Quest.

On reaching his friend's house he paid off the taxi, and only a few minutes later, when talking with the Marseilles jeweller, he realised that he had left his precious bag in the vehicle.

Several detectives were sent off in search of the taxi-cab.

They found it, and M. Ass's bag was still in it.

But the jewels were missing. The absent-minded jeweller has promised reward of £350 for the recovery of his jewels.

"If I do not recover my jewels," he says, "I am a totally ruined man, as they represent all my little fortune."

A youth and a girl are said to have hired the taxi after the jeweller left it, and before the police found it.

CHILDREN'S NARROW ECAPES.

WATERLOGGED FERRY BOAT ON THE THAMES.

When packing a luncheon basket for a party who had arranged to view the Oxford and Cambridge race from the river bank, near Barnes, a maid spilled some salt.

"I am sure the ferry-boat will sink with you," she said, laughing.

An hour or so later the ferry boat became waterlogged and many people, including three children, had narrow escapes from death.

This story was told by Mr. Bernard Westall, of Wokingham, Surrey, who with his two small children were in the boat when it sank.

"We boarded the boat at Duke's Meadow to cross the river after the race," said Mr. Westall. "With me were my two children, their nurse and seven other persons, including the boatman. I left my wife and her maid on the bank."

"When we were about fifty yards from the Middlesex shore, I noticed water coming into the bottom and shouted to the boatman."

"The boat became waterlogged and sank. There was some excitement, but on the whole everybody behaved splendidly."

"Some of the people managed to grasp the upturned boat when it came to the surface, and others could swim."

"I got hold of my two children and also succeeded in keeping the nurse up till she was able to catch hold of one of the oars which was floating down the river."

"I was able to tread water. Then I managed to put the boy on one of the boats which came to our rescue. While that was happening somebody took the little girl from me."

"I was not aware of this, however, and seeing her mackintosh floating down the river I naturally thought she was still in the water, and pushed off again."

"I searched around for some time, but it was not until I got on shore and found her in a police ambulance that I knew she had been saved."

"At least thirty lifebuoys were bobbing up and down around the people in the water in less than two minutes," said an eye-witness.

Eight people were taken to hospital for treatment, but only two children, Joan Bowerman, of Leconfield-avenue, Barnes, and Lorna Westall, were detained.

The accident is said to have been due to the wash from a passing steamer.

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At five months the Baby should be able to hold his head erect. At seven months he will be able to sit up a while. When ten months he crawls, pulls himself up or stands by a chair.

Do not encourage a child to walk before he does so of his own accord.

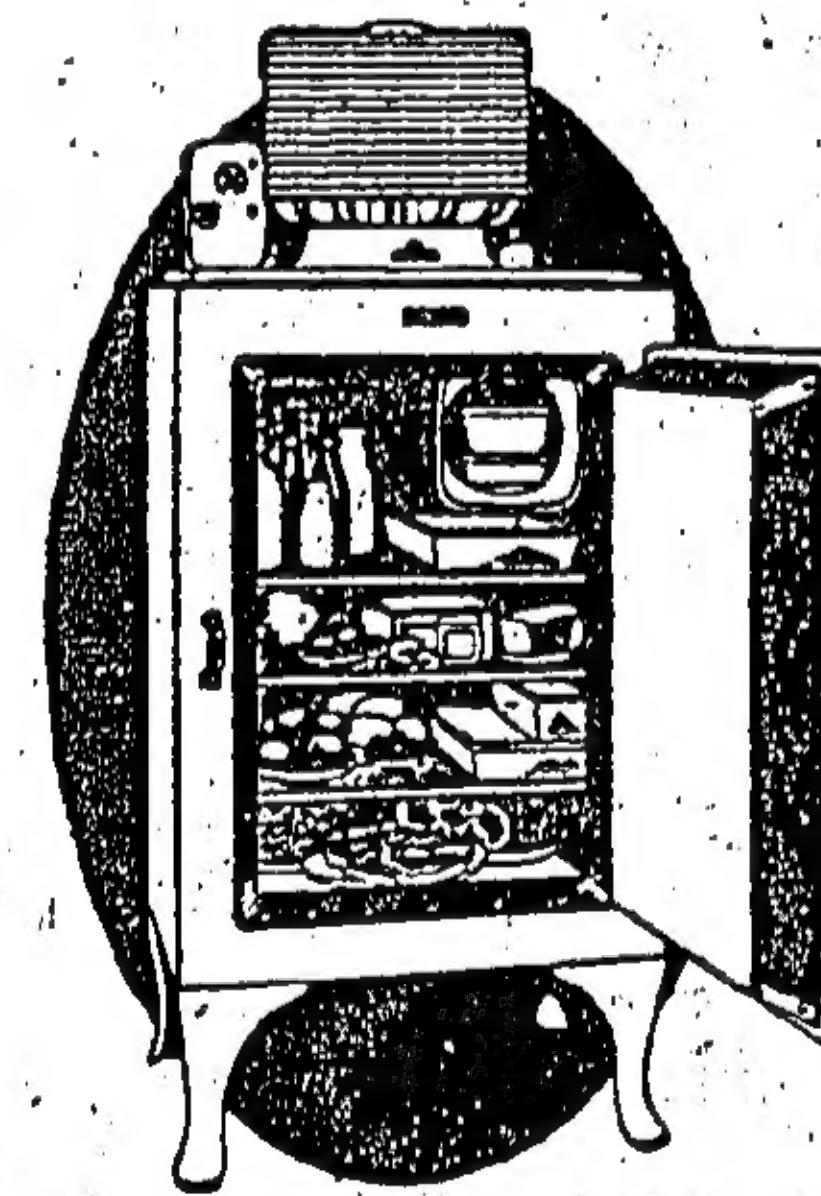
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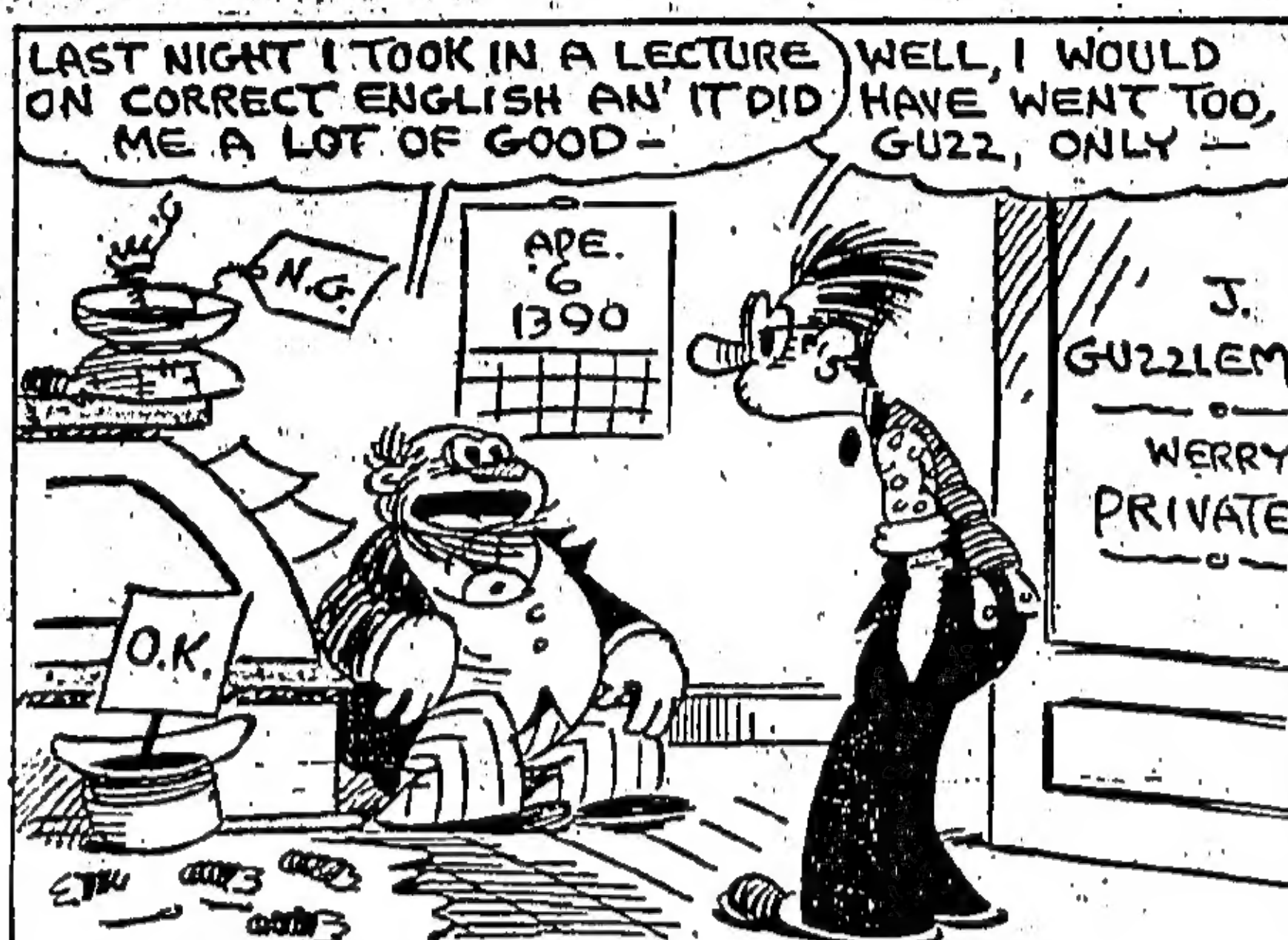
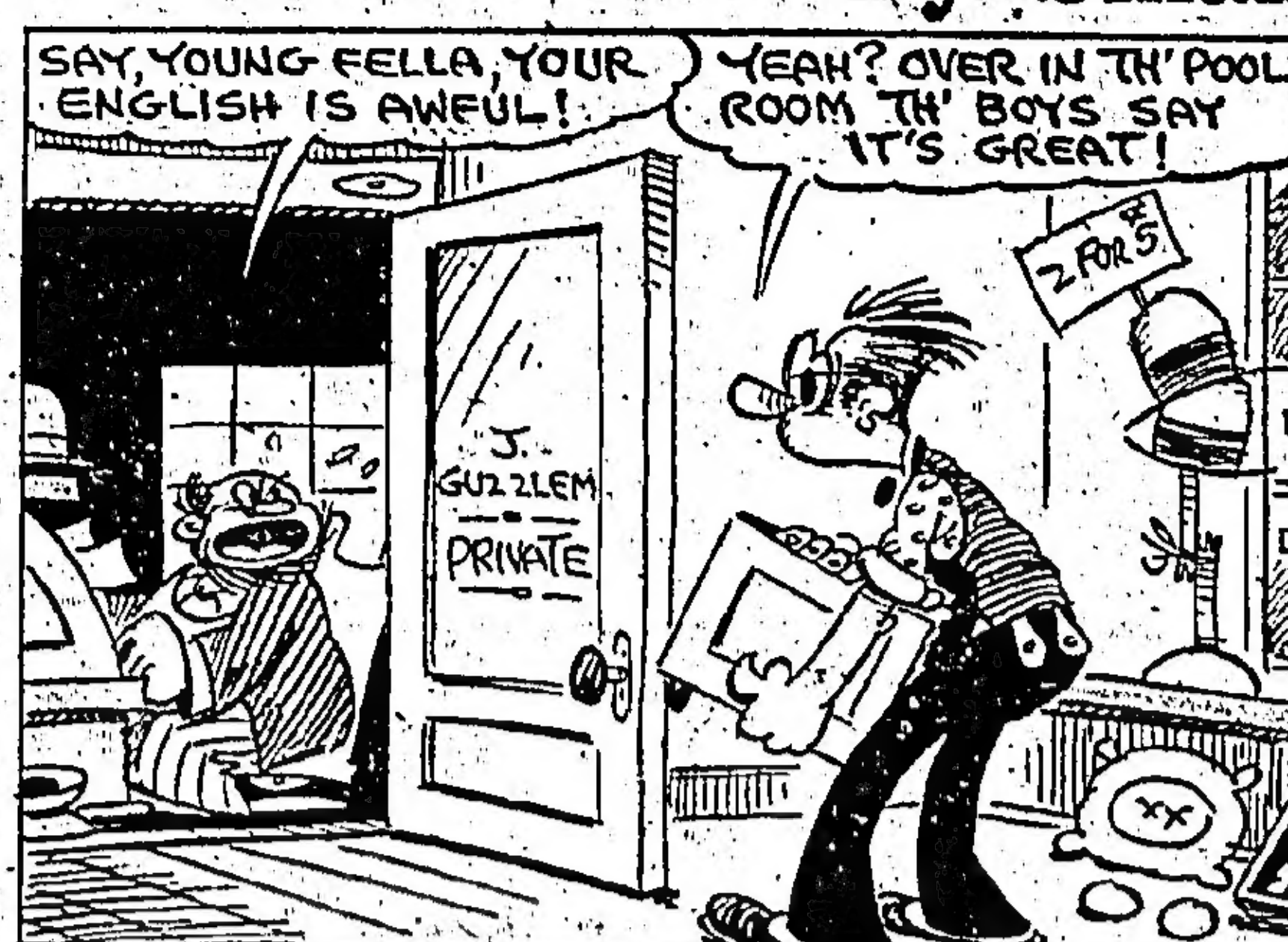
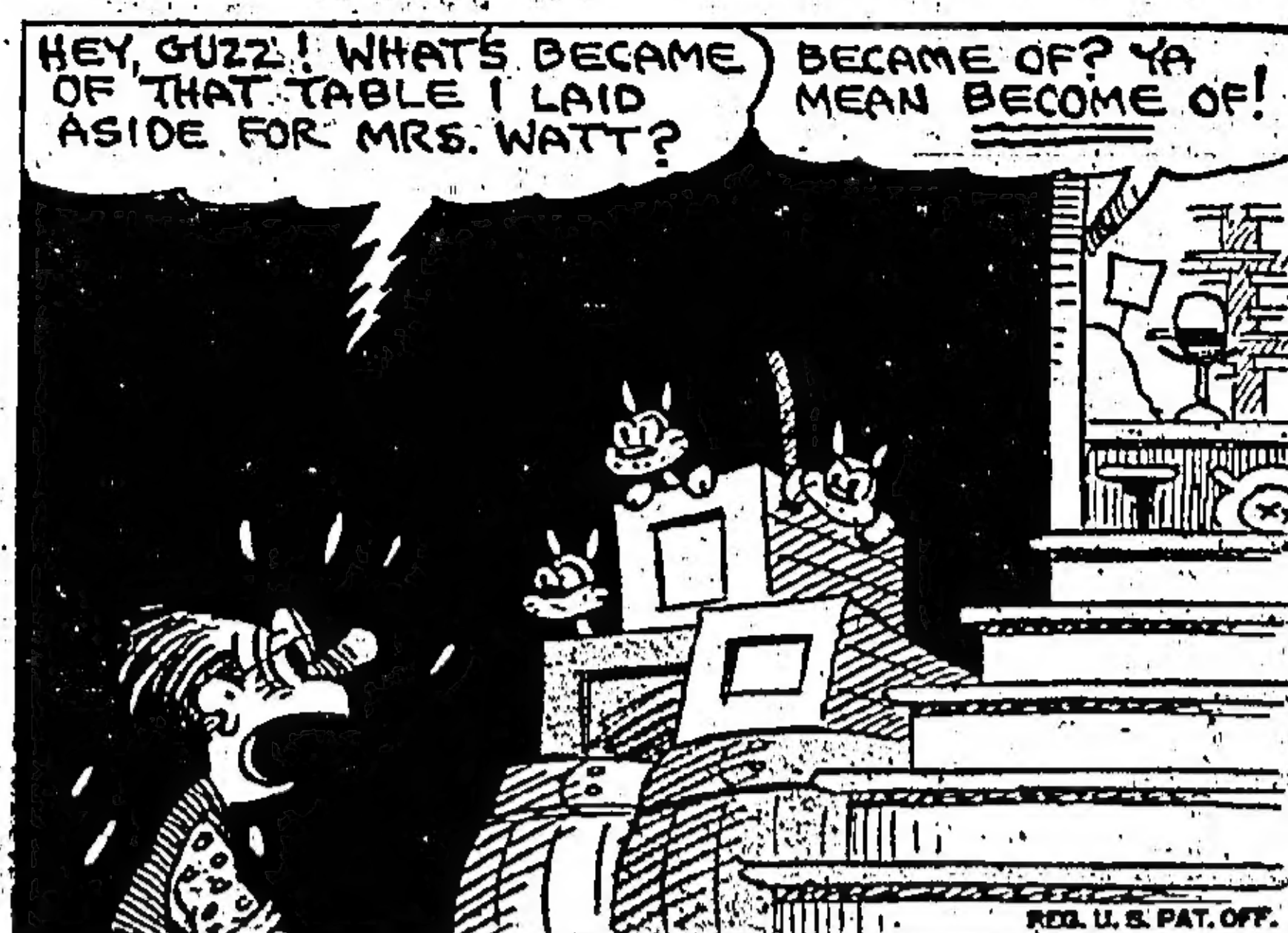
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Murder Backstairs

by ANNE AUSTIN
AUTHOR OF
"THE AVENUE PARROT"
"THE BLACK PILLOW," ETC.

CHAPTER XLVI.

Bonnie Dundee had cheerfully endured a good deal of kidding from his uncle, Police Commissioner O'Brien, and from his chief, Captain Strawn, because of his use of a parrot as a "Watson," when he felt the need of an audience for his summing up of a case.

"I've tried talking about it myself, but I feel foolish. Cap'n is an ideal audience, for while he sometimes laughs at me, he can't waste my time by arguing or telling me I'm a fool," he answered them.

Now, after five hours of sleep, to clear his brain of all speculations and conclusions—worthless now, in the light of his new discoveries—he sat with the parrot's cage before him, his thick sheaf of typewritten notes ready for reference. He had been talking steadily for 10 minutes, telling the parrot just how and when Doris Matthews had died. And Cap'n had listened, head cocked inquiringly, ready eye bright with interest—or so Dundee chose to believe.

"Now, my dear Watson," that is the crime which you and I must try to solve," he summed up. "But behind that crime lies another, which did not come off. Our primary problem, therefore, is to find the person who plotted Mrs. Berkeley's death by wood alcohol poisoning, but who was forced, by fear, to murder Doris Matthews instead. Is that clear?"

"Perfume!" Cap'n croaked suddenly, proud of the new addition to his vocabulary. "Exactly!" Dundee grinned. "Someone transferred more than two ounces of deadly wood alcohol from the lighter's fountain in Mrs. Berkeley's room, to the flask of *Fleur d'Amour* which Seymour Crosby presented to his hostess Friday evening. And was caught in the act by Doris Matthews."

"Perfume!" Cap'n repeated and flapped his wings excitedly. "Exactly—again!" his master applauded. "Where is the perfume which Mrs. Berkeley's would-be murderer removed from the flask to make way for the wood alcohol? Gigs had wasted about an ounce of the *Fleur d'Amour*. Mrs. Berkeley knew just how much was left in the bottle, for she took the flask from Gigs herself. Therefore, the would-be murderer had to remove about two and a half ounces of perfume before putting that amount of wood alcohol into the bottle."

"Now, it is not at all likely that the surplus perfume was poured down the drain pipe of Mrs. Berkeley's bathroom basin, for the very good reason that Mrs. Berkeley would have been almost sure to smell it when she came up to bed. Therefore it seems logical to suppose that the surplus perfume was poured into another bottle—and what more logical than a perfume bottle to hold perfume?"

"Mrs. Berkeley's would-be murderer probably counted on several days elapsing before the victim drank the *Fleur d'Amour*, since she had another new bottle of perfume on hand, as the plotter could have seen by glancing at her dressing-table—or could have known already."

"Now—why the choice of *Fleur d'Amour* instead of the new bottle of department store perfume? To incriminate Crosby, provided the would-be murderer was not Crosby himself? Or because the *Fleur d'Amour* had come from abroad? You see, my dear Watson, if the wood alcohol causing Mrs. Berkeley's death were traced to perfume she had drunk, it would be much safer for the poisoner if the perfume had come from France, rather than from a local department store."

"If my reasoning is correct so far, the would-be poisoner expected to have ample leisure in which to dispose of that incriminating surplus of *Fleur d'Amour* before Mrs. Berkeley's death. But consider the problem which confronted the poisoner when he—or she—but let's say 'he' for the sake of convenience—was caught in the net by Doris Matthews. We know there was a struggle, that Doris was pushed so violently against the bathroom mirror that the smudged print of her rouged mouth was left—as one of our few clues to what took place."

"Then what happens? Doris succeeds in wresting the flask of poisoned perfume from the would-be murderer, flees with it—not taking time to get her coat or the key to the back door. Her goal is the summerhouse, where she believes she will find her fiancé, Arnold, waiting for her."

"But the poisoner knows Arnold is not there, that he is driving the *Benjamin Smiths*. So he does not leave behind him, in Mrs. Berkeley's bathroom, the bottle containing the surplus *Fleur d'Amour*. When he follows Doris to the summerhouse, if he had, he would have cast it into the lake, along with the fragments of the 'crystal' fitted together, Captain Strawn tells

me, and they form one complete crystal flask. No other bottle was found on the bottom of the lake. "Therefore he stopped long enough on his way out of the house in pursuit of Doris, to put the bottle away—most probably in his own room."

Dundee paused for a long minute, frowning. Then he cried triumphantly:

"Of course, 'Watson'! What an idiot I've been! Shoes! No wonder we couldn't smell *Fleur d'Amour* when we sniffed at the shoes we knew had been worn Friday night! The poisoner was behind Doris. She fled first, and the poisoner had ample opportunity to observe how silent her flight was—in her rubber-soled, rubber-heeled shoes. Not even when she ran down the uncarpeted backstairs did she make any noise. But in ordinary shoes the poisoner could not hope to be so noiseless. He stopped and changed to shoes as silent as the girl's. It would have taken less than a minute and undoubtedly the poisoner knew, either from Doris herself or from deduction, what she meant to do. Doris would not find Arnold in the summerhouse, but she would wait for a short time at least, expecting him to arrive any minute. Oh, yes, the poisoner had time to change his shoes—and he did!"

He was silent again for so long that Cap'n turned rapidly about on his perch three times, then croaked "Good night! Good night!" "Good night? Why, I've just begun," Dundee reproached the bird. "Let's see now, where we stand. Noiseless shoes... Bedroom slippers, or—tennis shoes? But I've sloped and snooped and sniffed in every clothes closet in the house and I've not caught a single whiff of *Fleur d'Amour*, except from Clorinda's gold slippers."

"Let's follow the murderer back to the house from the summerhouse, after his ghastly work there had been done. It is almost certain that the perfume splashed upon his shoes when the bottle broke. Of course it splashed upon his clothes, too, but that didn't matter, since Gigs had helpfully anointed every one with perfume earlier in the evening. But perfume on soft shoes... Now, how could he remove it most successfully?... By washing the shoes? Not so good. Perfume is devilish persistent stuff."

Very earnestly he stared into the parrot's beady eye, then suddenly he smote the table with triumphant fist.

"Tennis shoes—white shoe polish!" he cried. "Easy and quick. Freshly polished tennis shoes would cause no comment... Well, that's that, unless I've been barking up the wrong tree... Now, let's see what we know about this would-be poisoner."

"First: He knows that Mrs. Berkeley is a perfume addict. "Second: He knows that Mrs. Berkeley has a lighter fountain filled with wood alcohol in her sitting room."

"Third: He has what seems to him good cause to wish Mrs. Berkeley dead."

"Fourth: He knew Arnold could not meet Doris in the summerhouse; therefore he must have been present when Mrs. Berkeley ordered the car."

"Fifth: He was someone to whose appeal for mercy Doris Matthews, a kind-hearted girl, must have turned a deaf ear. Otherwise her murder would not have been necessary."

He was silent again, passing all possible suspects in review, putting them, one by one, to the test of his fifth conclusion. Finally he spoke aloud again, very solemnly:

"So far as we know, Cap'n, there were only two people in this house whom Doris could possibly have hated—judging from her letter to her sister and from all the evidence we have in hand. Those two people were Mrs. Berkeley and Seymour Crosby—provided it was Seymour Crosby whom Doris knew or suspected to be responsible, directly or indirectly, for Phyllis Crosby's death. Let us say she only suspected, until she saw him plotting the death of another woman. Her suspicion would have become a certainty then. She would have shown no mercy. If she had come upon anyone else than her beloved 'Miss Phyllis' killer, preparing to poison a woman she disliked, would she not have been easy to move with protestations of repentance and promises not to repeat the attempt? I think so. I do not indeed think so, if I am any judge at all of Doris Matthews' character!"

Disconcertingly, the parrot chuckled throatily. "Oh, I shan't go half-cocked, if that's what you mean by your ribald laughter," Dundee retorted. "I'm going to consider every single possibility... But before I forget! Doris' murderer returned to his room and polished

COUNTRY ROBBED OF FERNS.

VANDALS WHO DESPOIL THE ENGLISH COMMONS.

SOLD AT 3D. EACH.

How the countryside is being despoiled of its beautiful ferns by vandals who tear them ruthlessly from their surroundings was revealed to a *Daily Chronicle* representative.

Despite local by-laws, a huge trade, amounting to tens of thousands of plants yearly, is openly going on in ferns uprooted wholesale from public beauty-spots in Devon and elsewhere.

That is the disquieting information given by Mr. Perry, head of the firm of Ames Perry, Enfield, one of the oldest firms of nurserymen and the largest cultivators of ferns in the country.

Thirty Sacks.

The subject had arisen out of a correspondent's complaint that in London roots labelled "Devon Ferns" were on sale at 3d. each, a sum considerably below that at which they could be cultivated.

Gamekeepers, lower-class bailiffs and gypsies conduct a regular and extensive trade, Mr. Perry said, by despoiling commons and even stealing ferns from private land.

"For one instance," he said, "on Seaton Junction, in South Devon, I have seen sack after sack—as many as 30 at one time—of ferns torn up from the lanes and waiting for the train to take them away."

An important phase of the matter is that not only is the countryside thus despoiled of its natural flora, but buyers do not really benefit.

Gardeners Deceived.

"The men who strip the countryside for ferns to sell," Mr. Perry explained, "naturally choose the largest. That means that they are sometimes as much as ten years old, played out, and unlikely to 'take' in a new soil."

"They are, in fact, practically worthless to the gardeners who are deceived into buying them."

"In Wales the same thing is going on. Thousands of hart's-tongue ferns are dug up and sent to town, and it is years before the scenes of the spoilers' activities recover. Moreover, this indiscriminate digging up means that rare varieties go with the rest unnoticed and are gradually exterminated."

"Another place that suffers similarly is Lynton, on the borders of the New Forest."

"Hundreds of men engage in the trade, even working with carts."

"Local authorities in whose areas the fern collection is going on cannot be doing their duty properly," Mr. Perry concluded.

his tennis shoes, to cover up the perfume. But there was another problem confronting him: What to do with his bottle of *Fleur d'Amour*?

He brooded for several minutes, while the parrot dropped sleepily on his perch. What would he do? When at last the answer came he uttered so sharp a cry of triumph that the bird protested with one of the oaths he had learned from his mischievous old mistress, Mrs. Emma Hogarth.

It was nearly one o'clock when Dundee concluded his long monologue to the parrot and covered the long-suffering bird's cage. Weary but triumphant, he unlocked the tower room, descended the steep stairs to the third floor, unlocked that door and was about to step down into the hall when he found that the door was pushing against something soft but unyielding.

"Gigs!" he whispered angrily. And then he saw that she was asleep, woolly bathrobe wrapped about her gay silk pyjamas, her curly brown head sunk upon her knees.

He stooped and gathered her up into his arms. She grunted, sighed, then the opaz eyes flew wide.

"I thought you'd never come out, Bonnie," she murmured. Then anger routed sleep. "I've been waiting here to tell you what a cad I think you are! Tricking Daddy into admitting that he came to my room Friday night and that I—I told him—" She hesitated, obviously not sure just how much Dundee knew.

"That you told him you hated your mother and wanted him to divorce her?" Dundee finished the sentence for her, so confidently that she tumbled into the trap.

"I didn't mean it," Gigs whimpered. "I was just so awfully sore at Abbie because she slapped me... I guess he told you what else I said?"

"No, Gigs, but you're going to tell me now," Dundee said gently, holding her small body close against his heart. "And in exchange I'm going to tell you that you're not to worry any more—your father did not try to poison your mother, then kill poor Doris to keep her from telling."

(To Be Continued.)

FIGHT FOR LIFE IN A GALE.

AXES READY TO CHOP BOAT AWAY.

A Liverpool crew's desperate efforts to keep their vessel from foundering during a gale were described, when the coasting steamer *Gertie* (55 tons) reached Fleetwood in tow.

The crew of four had a terrifying experience when at one time they were drifting helplessly after the *Gertie* had broken away from another vessel which had taken her in tow.

The *Gertie* left Garston for the Isle of Man on a voyage which should have taken 12 hours.

Captain Cowser said that steam began to fail and an engine defect was discovered. The fires were drawn.

The Lowestoft drifter *Constant Star* took the *Gertie* in tow, but the rope broke, and in all eight tow ropes were broken and there were none left.

"We then began to drift, and we thought we were finished," said Captain Cowser.

"Heavy seas were sweeping us from stern to stem."

"The mate and myself were clinging to the wheel on an open bridge trying to steer the vessel, while the two other members of the crew lay on the bridge with axes ready so that they should jump down and chop the small boat free and escape in it."

"At last the Lowestoft drifter *Mare* got a rope on board, and the tow to Fleetwood was started."

LADY DIANA'S ESCAPE.

HER CAR SMASHED IN COLLISION.

Lady Diana Duff Cooper was somewhat seriously injured in a motor accident while driving to London.

She had been staying at West House, Aldwick, Sussex, the country seat of her mother, the Duchess of Rutland, and was driving her car back to London.

Near the cross roads at North Bersted, about a mile out of Bognor, the car collided with one which was being driven in the opposite direction by Mrs. D. R. Hancock, of Greenways, Aldwick-road, Bognor.

Both cars were smashed. Superintendent Brett, of Chichester, heard of the accident by telephone, and he motored to the spot.

He found Mrs. Hancock had her right wrist severely injured and Lady Diana Duff-Cooper had both her knees badly cut and was also suffering from shock.

Lady Diana Duff-Cooper was

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taken to the hospital at Bognor in the superintendent's car, where she received medical treatment, and the police officer subsequently drove her back to her mother's home at Aldwick.

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FOR DAYS IN WEEKS IN MONTHS ON END—DOES IT GET YOUR GOAT?

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"WHY GIG! I THOUGHT YOU WERE DIETING!"

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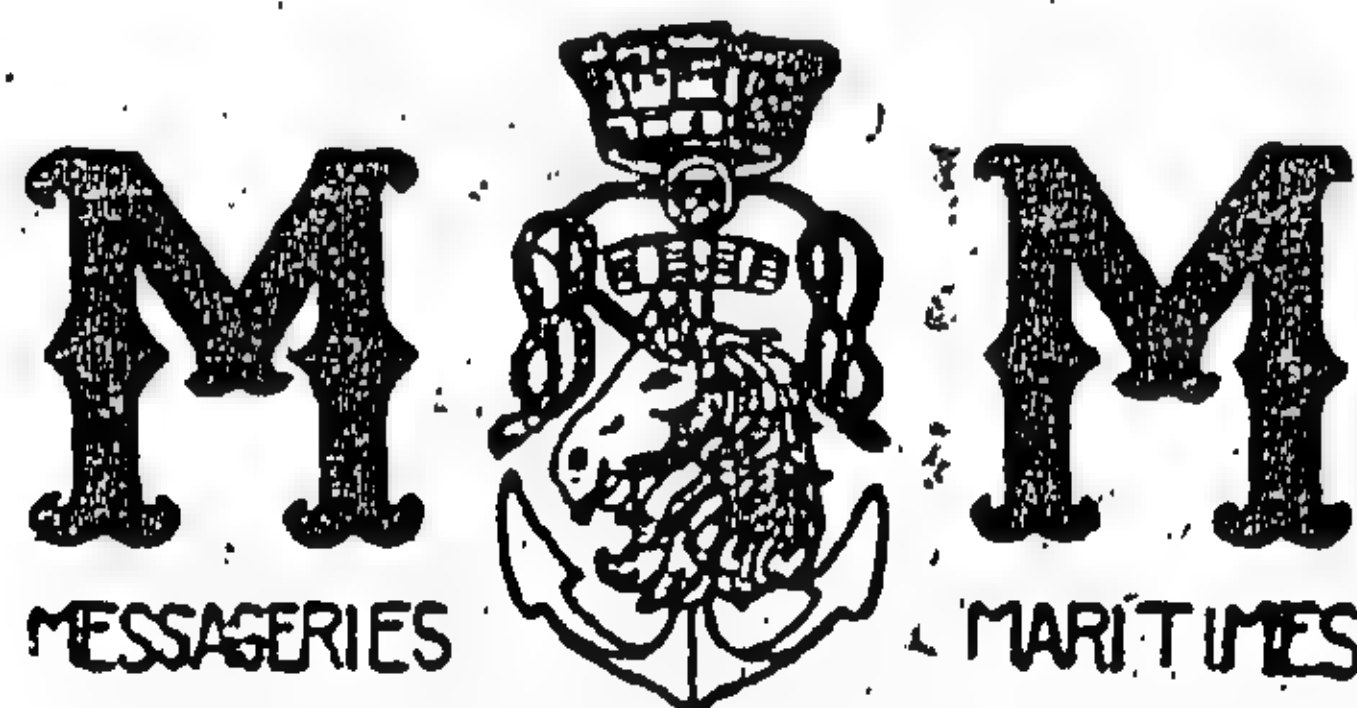
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KWEIHSIEN TAKEN BY CANTONESE.

COMING ATTACK ON NANNINGFU.

Canton, May 16.

Following a rapid march by Kwangtung troops who captured Sunchowfu on Tuesday, the military commanders have reported to the Kwangtung Military Headquarters that the Divisions under General Chiang Kwang-nai and Tsol Ting-kai captured Kweihshien yesterday morning. The latter city is about fifty miles from Sunchowfu on the upper reaches of the West River between Sunchowfu and Nanning.

The capture of Kweihshien marks a second decisive victory for the Kwangtung army, and presages the early fall of Nanning and Liuchowfu, the last of the Kwangsi rebel strongholds. The Kwangtung Commanders are sparing no effort to exterminate the rebels.

According to radio messages from Wuchow, the Kwangtung commanders state that their troops arrived at Kweihshien on Wednesday and bombarded the city immediately, with valuable assistance afforded by the Navy.

Rebels' Weak Defence.

The Kwangsi troops put up a weak defence, indicating their determination to surrender the town and retreat to the interior. Later, on Wednesday evening, two Cantonese aeroplanes and three gunboats from Sunchowfu, (named Kweiping) arrived at Kweihshien and joined in the bombardment.

The withdrawal of the Kwangsi troops from Kweihshien was completed early yesterday morning, when the small number of rebels suddenly gave up and abandoned the city. Kwangtung Comman-

YANGTSE SHIPS PIKED.

THREE CHINESE BOATS ARE VICTIMS.

Shanghai, May 16.

A hundred pirates on Wednesday evening successfully held up three Chinese steamers, the Foong-heng, Foongyui and Kirin (all Chingkiang-owned) twenty miles below Yangchow.

The pirates looted the passengers' belongings, and it is alleged got away with a haul valued at more than \$20,000.—Reuter.

ders report that they were at a loss to know where the Kwangsi rebels had retreated but it seems most probable that their destination is Liuchowfu.

Semi-official circles here state that the Kwangtung troops will not send an expedition up the Fu River for the time being, but will pursue the rebels along the upper reaches of the West River heading for Nanning, the capital of Kwangsi.

The attack on Nanning will be entrusted solely to the Kwangtung army, as the shallow condition of this part of the West River makes it most dangerous to navigate at this time of the year. Gunboats will, therefore, not be able to take part.

20 Pirates Killed.

The latest pirate activities in Kwangtung, taking the form of explosive mines placed on the river bed to trap gunboats, has resulted in another well-known Canton gunboat launch plying between Kongmoon and the Shuntak district being sunk. The pirates were repulsed after a gallant resistance offered by the guards on

ATTEMPT TO SNATCH HAND-BAG.

LADY'S EXPERIENCE IN BOWEN ROAD.

A report has been made to the Police by Miss C. Smith, residing at No. 14 Bowen Road, to the effect that whilst she was walking in Bowen Road yesterday, about 8.30 a.m., a Chinese attempted to snatch a hand-bag which she was carrying, but failed to obtain possession of it.

Miss Smith immediately raised an alarm, but the would-be snatcher succeeded in making good his escape.

the towboat. Twenty pirates and three Chinese seamen figured in the casualty list.

The Cheung Fat towboat, in company of a steam launch, left Kongmoon early on Tuesday morning with a full load of passengers and sundry goods. When near the Wing Lok Yuen village in Shuntak, the steam launch, which was towing the wooden vessel, struck a mine which exploded with terrific force.

Pandemonium reigned for a while when the passengers saw the steam launch founder. Meanwhile, a horde of pirates, armed with rifles, set out from the shore on sampans. For half an hour the guards on board the passenger boat fired at and checked the advance of the desperadoes.

The tense situation was relieved by the arrival of a small revenue launch belonging to the Government, which brought down twenty pirates with machine guns. The revenue launch rescued some of the seamen on the foundered launch. Twenty dead pirate bodies and three seamen were picked up.

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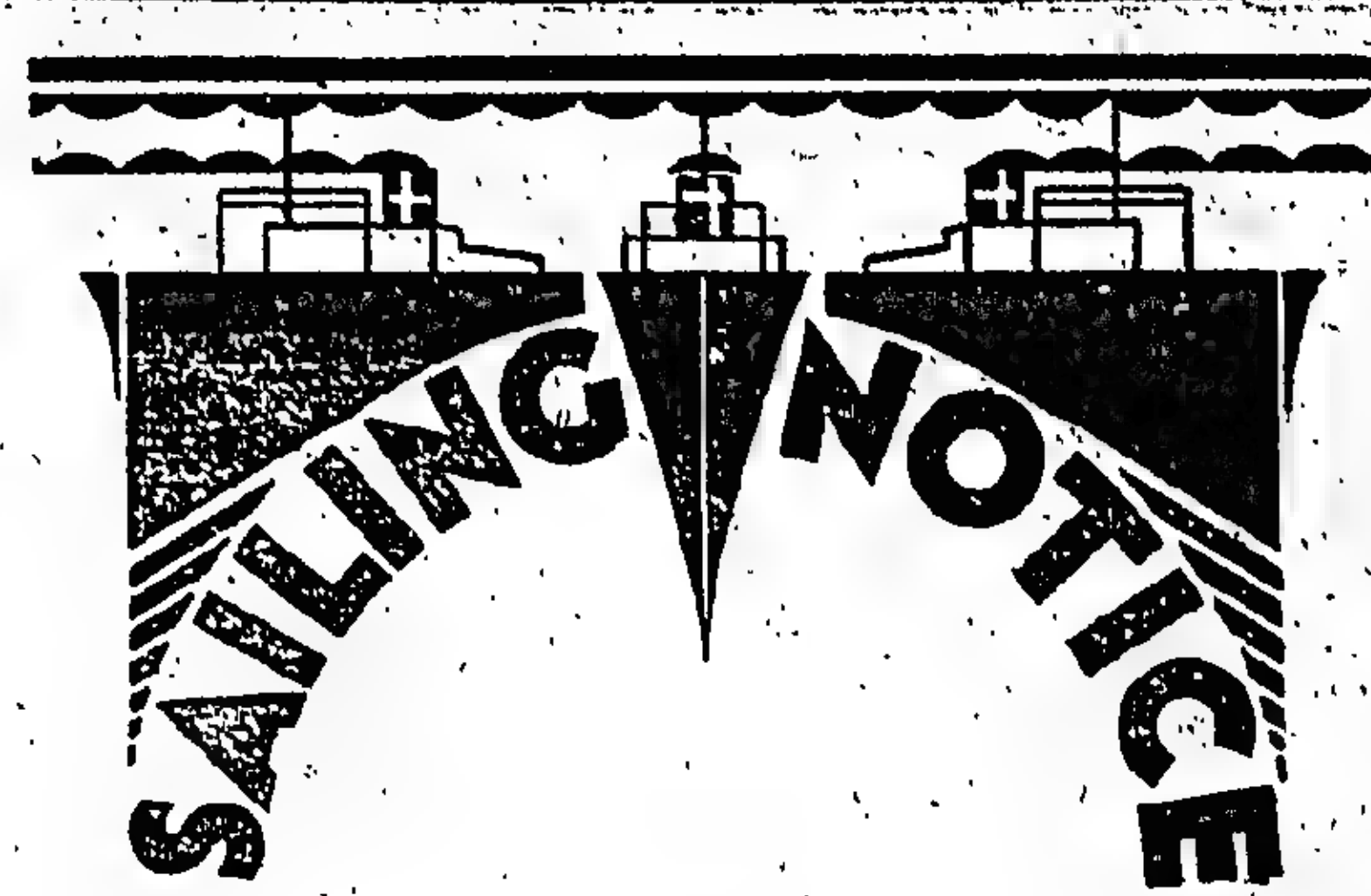
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 Pres. McKinley ... Tues. June 3
 Pres. Grant ... Tues. June 17
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 Pres. Fillmore ... June 29, 8 a.m.
 Pres. Harrison ... June 1, 8 a.m.
 Pres. Wilson ... July 13, 8 a.m.
 Pres. Johnson ... June 15, 8 a.m.
 Pres. V. S. ... July 27, 8 a.m.

To Manila

Pres. Taft ... May 20, 6 p.m.
 Pres. McKinley ... May 24, 6 p.m.
 Pres. Jefferson ... June 3, 6 a.m.
 Pres. Grant ... June 7, 6 a.m.
 Pres. Lincoln ... June 17, 6 p.m.
 Pres. Cleveland ... June 21, 6 p.m.

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 Kaga Maru ... Friday, 20th June.
 Tango Maru ... Tuesday, 24th June.
 BOMBAY via Singapore, Penang & Colombo.
 Calcutta Maru ... Tuesday, 27th May.
 SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
 Anyo Maru ... Sunday, 1st June.
 SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
 Wakasa Maru ... Monday, 2nd June.
 NEW YORK, BOSTON via Panama.
 Asuka Maru ... Monday, 26th May.
 LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
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 CALCUTTA via Singapore, Penang & Rangoon.
 Morioka Maru ... Friday, 30th May.
 SHANGHAI, KOBE & YOKOHAMA.
 Akita Maru (Moji Direct) ... Sunday, 18th May.
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 Tango Maru (Nagasaki Direct) ... Friday, 23rd May.
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OBITUARY.

DEATH OF FAMOUS NOVELIST.

Paris, May 16.
The death, in Paris, is announced of the famous English novelist, William J. Locke.—*Reuter*.

[William John Locke, the novelist, was born in Barbados in March 1863, and educated at the Queen's Royal College, Trinidad, and at John's College, Cambridge, where he took mathematical honours. He started life as an architect and from 1897 to 1907 was secretary of the Royal Institute of British Architects, of which he became an hon. Associate.

He began to write as early as 1890, his first novel being "At the Gate of Samaria," but he had published eight books before he gave distinctive proof of his literary gift in "The Morals of Marcus Aurelius." Hitherto almost unknown, he became one of the most popular authors of the day, for he had the power to make his readers love him: in temperament he was more French than English and his Marcus might have been imagined by one of the best contemporary French writers. His irresponsibility, his lightness of touch, his sceptical satire and genial irony nail him across the Channel. Locke spoke French like a native, lived at Cannes and was fond of placing the scenes of his tales in France.

As a reaction from the commonplace he enjoyed writing of "le vie de Bohème." A skilled entertainer, he could maintain interest in his characters while neglecting the story. After "Marcus" came "The Beloved Vagabond," perhaps his best book, in which he presented Paragot, a notable figure in literature, a strange compound of charm, wit, genius and wisdom with hopeless moral delinquency. In "Septimus," his most humorous story, he made two heroes out of the most unpromising material. "The Glory of Clementina Wing" provides one of the most credible of his characterisations.

As time went on his novels progressed from paganism to Christianity. They began to show deep religious feeling. Critics, however, consider that in his later years he chose the easier path to popularity and did not rise to the heights that he might otherwise have reached. Many of his books are extravaganzas and ultra-sentimental, but they are always eminently readable.

Among them are "Simon the Jester," "Three Wise Men," "Jaffery," "The Mountebank" (the tale of a circus clown who became a general during the World War), "The Rough Road," "The House of Baltazar," "Moordus and Co.," "The Tale of Triona," "Stella Maris," "The Joyous Adventures of Aristide Pujol," "The Coming of Amos," "The Great Pandolfo," "The Old Bridge," "The Kingdom of Theophilus," and "The Golden Adventure of Mr. Paradyne." Some of his novels were successfully dramatised, notably "The Morals of Marcus" and "The Beloved Vagabond," and he wrote some other plays.]

VISIT POSTPONED.

MR. F. W. MAZE NOT IN HONGKONG.

Contrary to expectations, Mr. F. W. Maze, the Inspector-General of the Chinese Maritime Customs, who was due here from Shanghai yesterday on the N.Y.K. liner Hakone Maru, did not arrive in Hongkong, and later inquiries revealed the fact that he has postponed his visit to the Colony.

This decision must have been made at the last moment as reservations had already been made on the Hakone Maru for Mr. Maze himself, Mr. F. S. Wright, his personal secretary, and a lady secretary.

Seen by a Press representative yesterday afternoon, Mr. J. M. B. Osborne, Commissioner for Kowloon and District, said a cable had been received in the Colony to the effect that Mr. Maze had postponed his visit. Asked if he knew when Mr. Maze would be coming, Mr. Osborne answered in the negative.

It will be recalled that the Kuo Min semi-official news agency stated some time ago that Mr. Maze had been instructed to proceed to Hongkong to endeavour to arrange for the ratification of the Customs' Agreement, which Mr. Maze drew up last year while in Hongkong, but which the Hongkong Government has refused to ratify on the surprising ground that China declined to permit Hongkong steamers to trade under inland water rules.

It was said at the time that if it was found impossible to arrive at a mutual understanding, the Chinese Customs would be reluctantly compelled to strengthen the preventive measures around Hongkong and to subject vessels to a closer inspection once they leave foreign and enter Chinese waters.

The serious nature of the activities of Chinese smugglers of foreign goods into Canton and other ports in Kwangtung from Hongkong has been engaging the attention of the Canton Government officials for some time. The explanation of the smuggling, it is said, is the heavy taxation imposed by the Canton Government on foreign goods, and, particularly on luxuries.

Arriving at Hongkong, foreign goods are transhipped into tow-boats plying between Hongkong and Chan Chuan, Sheklung and other flourishing cities around Canton. Even motor cars are known to have been smuggled into Canton from Hongkong by tow-boats.

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Motor Vessel "GLENNOLE" ... 20th May.

Motor Vessel "GLENAMOY" ... 16th June.

Steamship "G. E. SHANE" ... 23rd June.

Motor Vessel "GLENAPP" ... 4th July.

Motor Vessel "GLENARRY" ... 18th July.

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POISON GAS PLEA.

CHINESE APPEAL TO LEAGUE.

Peking, May 16.
In a weekly press interview, Chu Ao-hsiang, the Kuomintang Representative for Foreign Affairs, stated that the principal armies of Marshal Yen Hsi-shan and General Feng Yu-hsiang are not yet engaged, but Generals Wan Hsuan-tsai, Shih Yu-san, and Sun Tien-ying are fighting successfully.

Everything is proceeding satisfactorily, the allies are ready to advance, and being under one supreme command they are therefore presenting a united front.

After the fall of Marshal Chiang Kai-shek, which is a "foregone conclusion," the most important issue will be re-construction under four general points, viz: maintenance of law and order and the suppression of bandits, the eradication of corruption, the lightening of taxation, and the making public of all financial matters.

The Government will probably be established at Peking early in June. As Marshal Chiang Kai-shek has not a good arsenal, he is therefore buying much munitions abroad, but, Marshal Yen Hsi-shan is carefully watching all shipping entering Shanghai, and when it is proved that certain firms "whose names we know" are active in this trade, it is highly probable that an embargo will be placed on their dealings with the Northern Territory, and a list of such firms may be published.

Three or four foreign military advisers are actually at the front near Hsuehchow directing operations, and "personally I am authorised to declare that there is little likelihood of leniency being shown them, if they are captured on the field of battle."—*Reuter*.

Use of Poison Gas?

Peking, May 16.
Chu Ao-hsiang, under orders of Yen Hsi-shan, has cabled to the Chief Secretary of the League of Nations, drawing attention to the fact that Chiang Kai-shek had bought more than two hundred cases of explosive bullets and drums of poison gas, and attempted to send them to Yunnan through Indo-China, the Government of Indo-China having found these articles, which are forbidden by international pacts, and seized them, and reported the facts to the French Foreign Office.

The cable insists that this is proof that Chiang Kai-shek pays no attention to international agreements, and requests that the case be brought before the League, so that the country which furnished these forbidden articles shall incur all the pains and penalties which it merits.—*Reuter*.



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KIDDERPORE	5,334	21st May.	Straits, Colombo & Bombay
MANUA	10,946	24th May.	Bombay, M'les & London
KHYBER	9,114	31st May.	M'les, L'cen, Hull, H'bg, R'dn & A'wert
KHIVA	9,135	7th June	Marseilles, London, Hull, Rotterdam & Antwerp
ALIPORE	5,273	18th June.	Straits, Colombo & B'bay
RANPURA	16,601	21st June.	Bombay, M'les & L'don

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TALAMBA	8,018	6th June.	S'pore, Penang & Calcutta
TAKADA	9,949	17th June.	S'pore, Penang & Calcutta
TALMA	10,000	2nd July	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,930	7th June.	Manila, S'pore, Penang, Java, Island, Townsville, B'bane, Sydney and Melbourne
ST. ALBANS	4,500	4th July.	S'pore, Penang & Calcutta
NEILORE	6,953	3rd Aug.	S'pore, Penang & Calcutta

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The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

RANPURA	16,601	3rd May.	Shanghai, Kobe & Yokohama
TAKADA	6,949	24th May.	Amoy, S'hai, Moji, Kobe & Osaka
TALMA	10,000	1st June.	Amoy, Moji, Kobe & Osaka
JEYPORE	5,318	3rd June.	S'hai, Moji, Kobe & Yokohama
KARMALA	9,128	6th June.	S'hai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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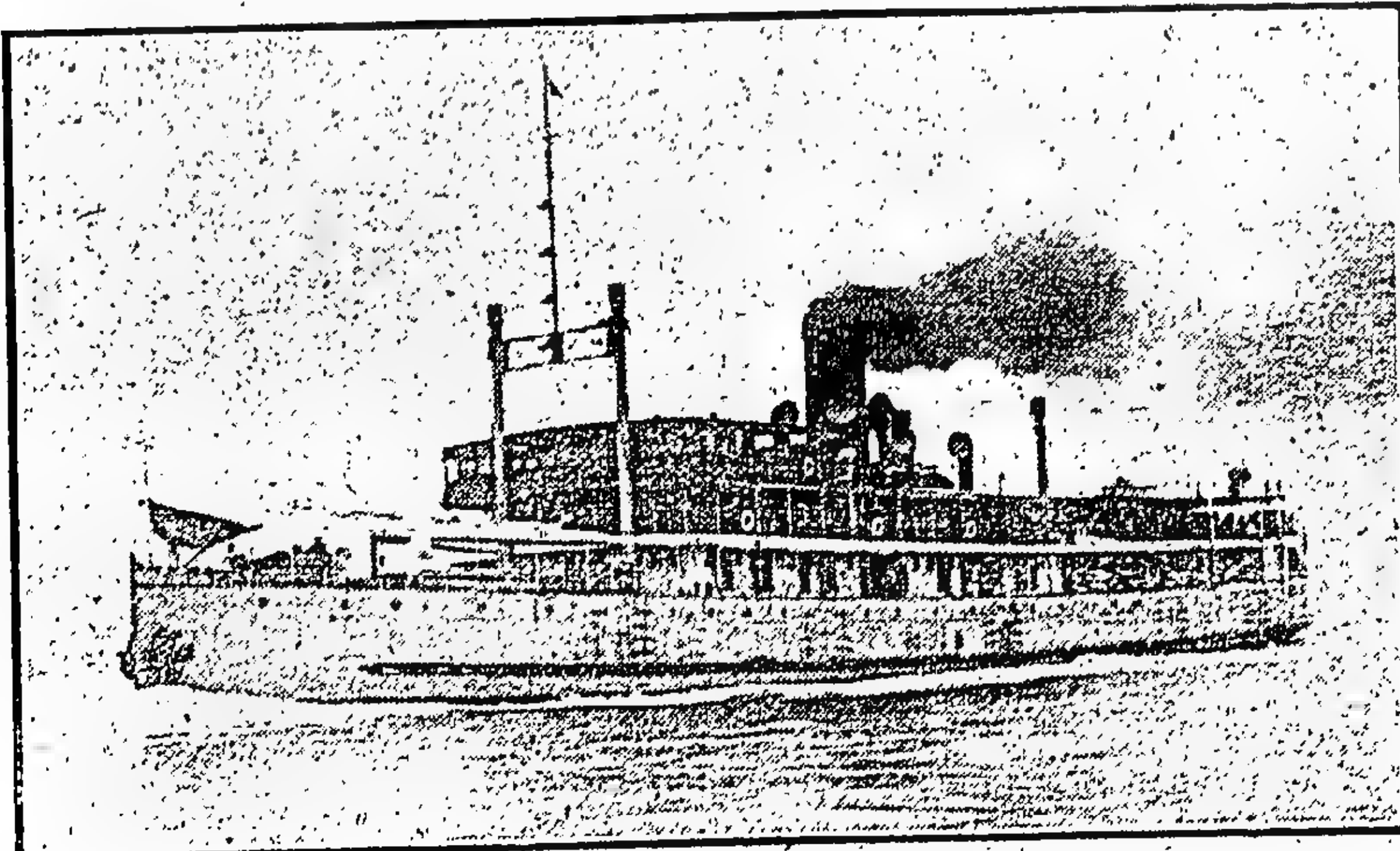
S.S. "JAPAN"	...	5th June.
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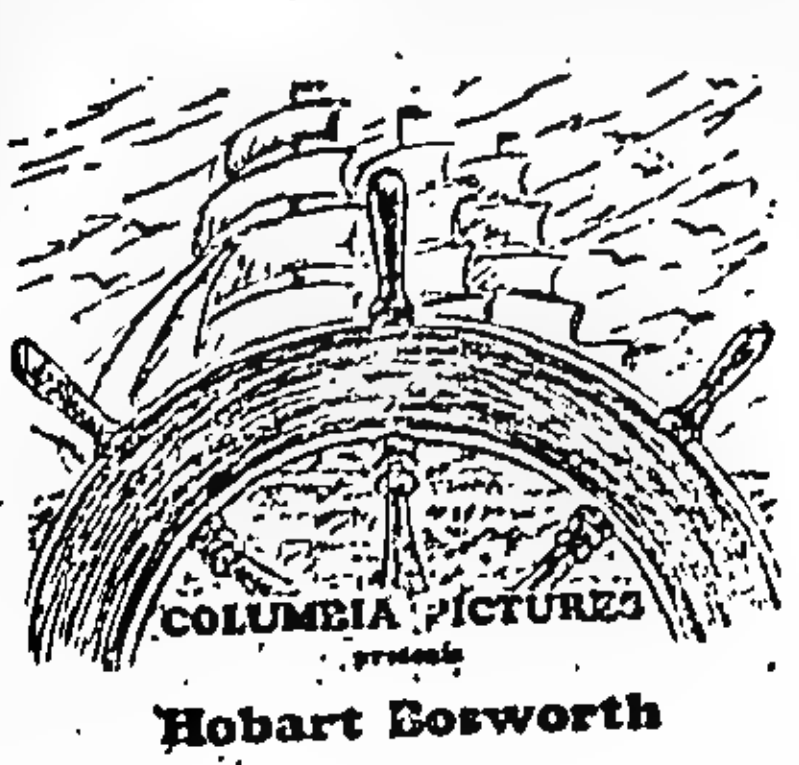
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FINE GOLF SUCCESS.

London, May 16.
"I knew I could win" said Miss
Diana Fishwick, the nineteen year
old English girl who to-day defeated
the American, Miss Glenna Col-
lett in the final of the Open Ladies'
Golf Championship at Formby, by
four and three.

Miss Fishwick's remark was
made when a mob of hundreds of
frenzied spectators, from which she
had been rescued by her mother, at-
tempted to chair her from the
course.

This was Miss Fishwick's first
Open Championship and it had been
predicted that she would not even
be a match for Miss Collett, who is
twenty-seven and the American
woman champion. Miss Collett
ranks as America's greatest woman
golfer.

On the contrary, however, in
addition to worthy golf, Miss Fish-
wick showed herself to possess a
perfect big match temperament.
Her confidence never faltered and
she gave the American an uphill
fight. After squaring at the second
hole Miss Collett never got ahead.
She remained two holes in the after-
noon, but Miss Fishwick was not
dismayed.

"Maybe I shall try again next
year" said the disappointed Miss
Collett who has twice travelled five
thousand miles only to be beaten in
the final match.—*Reuter.*

Big Lead in Morning.

London, May 16.
At Formby to-day, in the final, over
thirty-six holes, of the Ladies' Golf
Championship, Miss Fishwick was 5
up on Miss Collett at the end of the
morning round.

Miss Fishwick, otherwise "Daunt-
less Diana," aroused such enthusiasm
that the referee appealed to the 2,000
spectators to restrain their applause
at her every shot.

Miss Fishwick took three putts at
the first hole, and squared at the
second, with two perfect shots with
her wooden clubs. She took the lead
at the fourth, where Miss Collett
missed a short putt.

The American became square at the
sixth, but Miss Fishwick, unperturbed,
won the ninth in par and at the tenth
led 2 up.

Despite the moral support afforded
by many Americans carrying the
Stars and Stripes, Miss Collett lost
the twelfth and fifteenth (at the
latter taking three putts), and also
the eighteenth.

Miss Fishwick's refusal to be in-
timidated by her formidable adversary
was instanced by her bold, accurate
putting.

The cards returned for the round
were:—Miss Fishwick 79, Miss Collett
85.

SHIP'S BOILERS.

AMENDMENT OF LOCAL REGULATIONS.

Table U in the Schedule to the
Merchant Shipping Ordinance,
1899, has been further amended by
the rescission of regulations 15
and 16, and the substitution of the
following regulations therefor:

15. Before obtaining a licence, the
owner of any vessel which is fitted
or equipped with any steam-boiler,
whether for propulsion, pumping,
working cargo, or any other use or
purpose, shall cause the boiler to
be surveyed by the Government
Marine Surveyor, and shall obtain
his certificate that the same is fit
for the service intended, and shall
produce the certificate to the Har-
bour Master.

16. The licence of a vessel shall
be liable to be cancelled or sus-
pended at any time by the Har-
bour Master on the report of the Gov-
ernment Marine Surveyor that, in his
opinion, any steam-boiler with
which the vessel is fitted or equip-
ped is not fit for service.

WALKER CUP FOR AMERICA.

(Continued from Page 1.)

British player, despite his cut hand,
made splendid recoveries.

Poor putting lost Holderness hole
after hole.

Nelson Smith began by holing a
chip shot, but only managed to hang
on to his lead, winning the sixteenth
after being bunkered and half
stymied.

Quimet's shaky putting let in Tor-
rance, who was most consistent
throughout.

Stout played remarkable golf, and
eclipsed the American.

Campbell was no match for Mac-
kenzie. He lost the first three holes,
and five more when com-
ing in. At the end of

At Sandwich to-day, at the end of
the morning round, the Americans
were ahead in four of the singles.

Jones led Wethered, 7 up.
Von Elm and Hartley were all
square.

Voigt led Holderness, 6 up.
Johnstone led Tolley, 3 up.
Mackenzie led Campbell, 8 up.
Smith led Willing, one up.
Torrance led Quimet, 5 up.
Stout led Moe, 4 up.

—*Reuter.*

LATEST DAVIS CUP RESULTS.

VICTORIES FOR AUSTRALIA,
U.S.A. AND JAPAN.

DETAILED SCORES.

Philadelphia, May 16.
The United States has eliminated
Canada from the Davis Cup Com-
petition.

J. Van Ryn and Allison (U.S.A.)
beat Wright and Crocker 6/0, 9/4,
6/2.
J. Van Ryn (U.S.A.) beat J.
Wright 6/2, 6/2, 3/6, 6/2.
G. Lott (U.S.A.) beat Marcel
Rainville 6/2, 6/2, 8/6.—*Reuter's
American Service.*

Ireland Out.

Dublin, May 16.
In the Davis Cup Competition,
Australia eliminated Ireland.
To-day's match resulted in Wil-
lard and Hopman (Australia) de-
feating Rogers and Allman Smith
6/4, 6/2, 6/2.—*Reuter.*

Japan Beats India.

London, May 16.
Japan defeated India in the
Davis Cup Competition, winning
the first three matches played.—*Reuter.*

COUNTY CRICKET MATCHES.

(Continued from Page 1.)

a very poor show in the first in-
nings, their total being 105. Pee-
bles bowled finely and took six wic-
kets for only 37 runs. Oxford did
little better in batting, however, and
only scored 109, Snary taking five
of the ten wickets for only 21 runs.

The Leicester second innings
was marked by a fine batting dis-
play by Geary who carried his bat
for 112. The innings being declared
closed at 310 for 9 wickets.

Oxford also put up a better bat-
ting display this time, scoring 210
for the loss of six wickets. Akers-
Douglas missed his century by six
runs.

Worcester v. Middlesex

At Lords, Worcester beat Mid-
dlesex by six wickets. The match
was marked by extremely low scor-
ing in the first innings of both
teams. Middlesex went to the
wicket first but were dismissed in
a very short time for only 62 runs.
Root took five of the wickets for
36 runs and Perks took four for 15.

Worcester, however, failed
against the Middlesex bowling and
only compiled 86, Haig taking five
wickets for 30 runs.

Hendren proved the bulwark of
the Middlesex team in the second
innings, but he had no one to sup-
port him. The innings closed
with 191 runs on the board. Hen-
dren having contributed 92 and
still being undefeated.

Worcester made a much better
showing in the second innings and
got the necessary 163 runs for the
loss of only four wickets.

Kent v. Somerset

Kent beat Somerset at Bath by
eight wickets. Longrigg scored
112 of the runs in Somerset's first
inning's total of 228. Freeman
was the most troublesome bowler
and he returned an average of six
wickets for 85 runs. Kent went in
to make 319, Chapman playing a
fine innings of 107. Andrews of
Somerset took four wickets for 87
runs.

Longrigg was again the most
successful batsman in the Som-
erset second innings when the team
was dismissed for 207. Longrigg
contributed 84. Freeman was
again well on the mark and took
five wickets for 104. Kent secured
the necessary 119 runs for the
loss of only two wickets.—*Reuter.*

To-day's Matches.

The following matches are
starting to-day:
Lords, M.C.C. v. Australians.
Leyton, Essex v. Yorkshire.
Nottingham, Nottinghamshire v.
Kent.

Taunton, Somerset v. Surrey.
Leicester, Leicestershire v.
Sussex.

Northampton, Northampton v.
Lancashire.

Birmingham, Warwick v. Wor-
cester.

Oxford, Oxford v. Gloucester.
Cambridge, Cambridge v. Mid-
dlesex.

KOWLOON MOTOR MISHAP.

LADY KNOCKED DOWN IN NATHAN ROAD.

Mrs. Hall, of 7, Norfolk Road,
was the victim of a motor accident
last night when she was knocked
down by a car driven by Kwok Po,
chauffeur of Mr. Wong Kong-kee,
outside the Duro Motor Garage.
Mrs. Hall received slight injuries
and was attended by her private
practitioner, declining to be taken
to hospital.

BOMB INCIDENT IN CALCUTTA.

MISSILE THROWN INTO HOUSE
OF POLICE OFFICER.

NOBODY INJURED.

Calcutta, May 16.
A bomb was thrown this morning
into the house of the officer in
charge of the Police Station at
Howrah, when the family were
asleep.

A window was smashed, but no-
body was hurt.—*Reuter.*

Peshawar, May 16.

The city is now normal.
As the result of a British aerial
demonstration, twenty Wazir chiefs,
who were concerned in the recent
attack on a scout post at Maddakhel
have offered themselves as hostages.

The border villages are quiet.
The Hajl of Turangzal is said to
be contemplating a retreat.—*Reuter.*

Earlier News.

Mymensingh, Bengal, May 16.
Ninety persons were injured in
rioting here, originating from civil
disobedience volunteers' efforts to
obstruct the passage of a cart
containing barrels of liquor,
escorted by armed guards.

The crowds became violent, and
the police opened fire.—*Reuter.*

Mymensingh, later.
An official version states that
the police were heavily stoned,
several being injured, before the
firing was ordered.

The police casualties are one
officer, four non-coms and 28 con-
stables injured. An assistant
sub-inspector was seriously hurt,
the Magistrate himself was hit,
and the Police Superintendent was
hurt.—*Reuter.*

Sholapur, May 16.

The mills which had closed since
Gandhi's arrest have been reopen-
ed without incident. Shops are
reopening, and the situation is
quiet.—*Reuter.*

Allahabad, May 16.

The working committee of the
All-India Congress, under the pre-
sidency of Motilal Nehru, has
passed a resolution calling on all
classes to make a supreme effort
to attain their goal, and continue
the struggle with redoubled vigour
during Gandhi's incarceration;
also to inaugurate a campaign of
non-payment of taxes, to intensify
the salt and liquor campaigns,
and the boycott of British commer-
cial institutions.

It emphasises the necessity for
strict observance of non-violence,
and calls upon the Indian papers
to cease publication in view of the
Press Ordinance.—*Reuter.*

THE KUOMINCHUN RETALIATES.

(Continued from Page 1.)

Chiang's Task.

Marshal Chiang has announced
at Kweichow that he will take
Chengchow within the coming
week, when the Nationalist Com-
manders will join him in attacking
the Kuominchun Army from the
Peking-Hankow Railway.

The Nationalist leaders are
keenly watching developments in
Shantung, where an influential
Kuominchun Divisional Com-
mander, General Shih Yu-shan, is
negotiating to surrender to Nan-
king.

The surrender of Shih Yu-shan
to the Nationalists would relieve
the situation in Shantung, permit-
ting the withdrawal of thou-
sands of Nationalist troops from
the Province and enabling them
to concentrate their attention on
Honan and Anhui Provinces.

MERCHANT LOSSES \$10,000.

ENTRUSTED THE MONEY TO ANOTHER MAN.

A report just been made to the
police by Tsang Yat-tso, a mer-
chant of No. 47, Des Voeux Road
West, to the effect that he was
been victimised of the sum of
\$10,000 in cash last month.

In his report, Tsang stated
that on April 22 he accompanied
a man named Lam Hing-kit from
Swatow to Hongkong on the s.s.
Hydrangea and on April 24, he
alleges, he paid over to Lam the
sum of \$10,000 at the Asia Hotel,
with the intention of entering
into business.

Since that day, Tsang had often
called at No. 13 Lyndhurst Ter-
race, the residence of Lam, but
when he visited the house again
yesterday, he found that Lam had
removed with his family.

Mr. Douglas Byng, the comedian
who has been in every Cochrane
revue since 1924, is a typical ex-
ample of the splendid school for
acting which the London Pavilion
provides. Counting "his variety
of character studies in 'Cochran's
1930 Revue,' Mr. Byng has been
called upon to take no fewer than
80 different parts since he enrolled
under the Pavilion banner.

On Every Movie List!



RUTH CHATTERTON
gives the greatest per-
formance of her career in the
sensational all-talking por-
trayal of Madame X.

You'll be swept off your feet
by this moving drama of a
woman in the world of man!



with
Ruth
CHATTERTON
Lewis Stone
Raymond Hackett

Madame X
Metro-Goldwyn-Mayer
ALL TALKING
PICTURE

SEE CHINA'S GREATEST ACTOR
MEI LAN FONG
ON NEW YORK'S STAGE

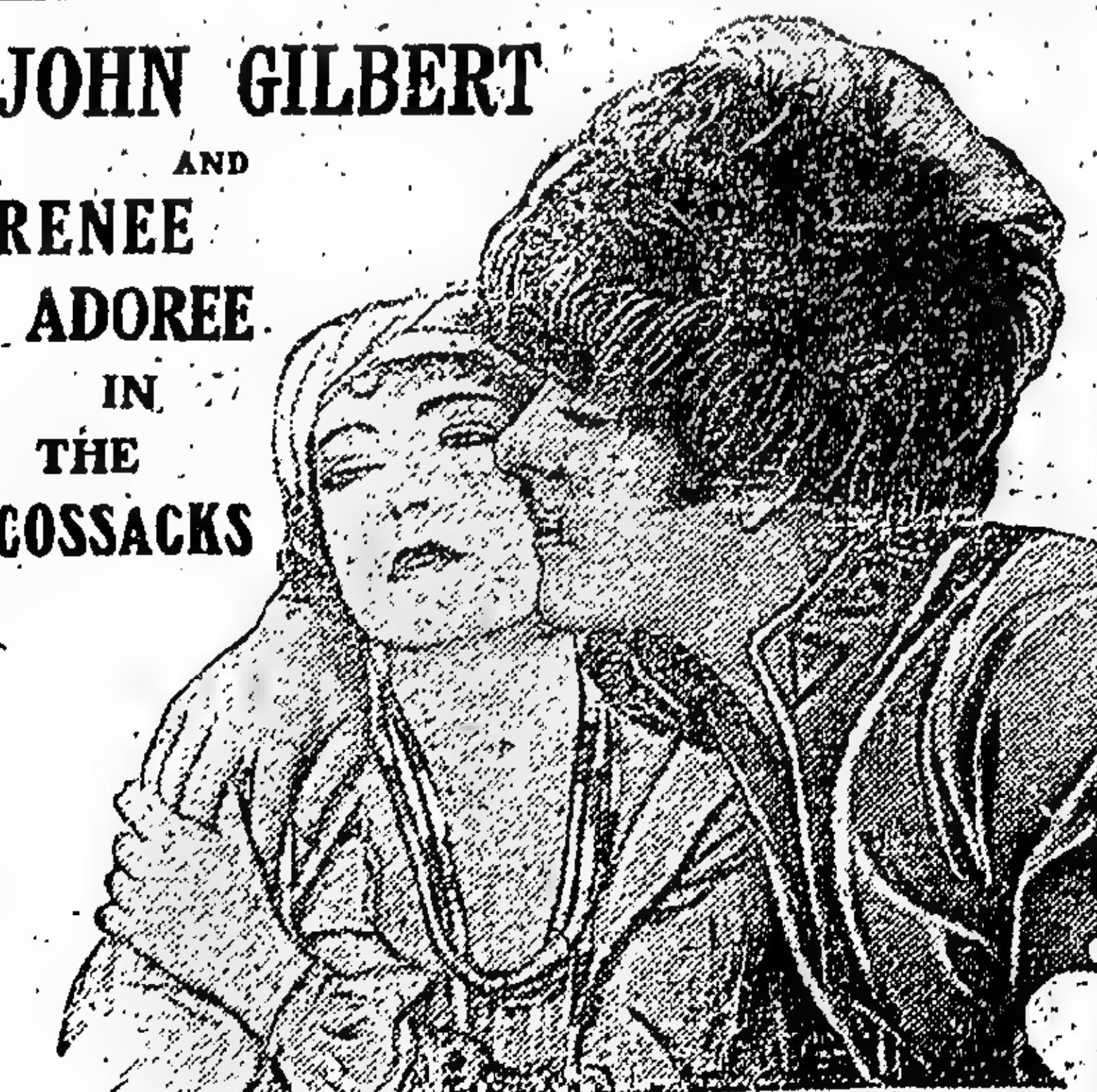
AT THE
QUEEN'S Final Showings To-Day
At 2.30, 5.10, 7.15 and 9.20.

with
LILY DAMITA
Samuel Goldwyn
presents
RONALD COLMAN
in
The Rescue

AT THE **STAR** FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20

JOHN GILBERT

AND
**RENEE
ADOREE**
IN
**THE
GOSSACKS**



AT THE
WORLD FINAL SHOWINGS TO-DAY
At 2.30 & 7.15 Interpreter
At 5.15 & 9.20 Orchestra

OUR SKILLED MECHANICS, UNDER EXPERT EUROPEAN SUPERVISION—
CAN PUT YOUR CAR RIGHT!
Tel. 23193

MAIN SERVICE STATION 19, CROSS LANE, WANCHAI.
LANE, CRAWFORD, Ltd.

Hongkong Telegraph.

Pictorial Supplement

May 17th, 1930.

THE DYNAMIC NEW ERSKINE

Step on it
Feel it go

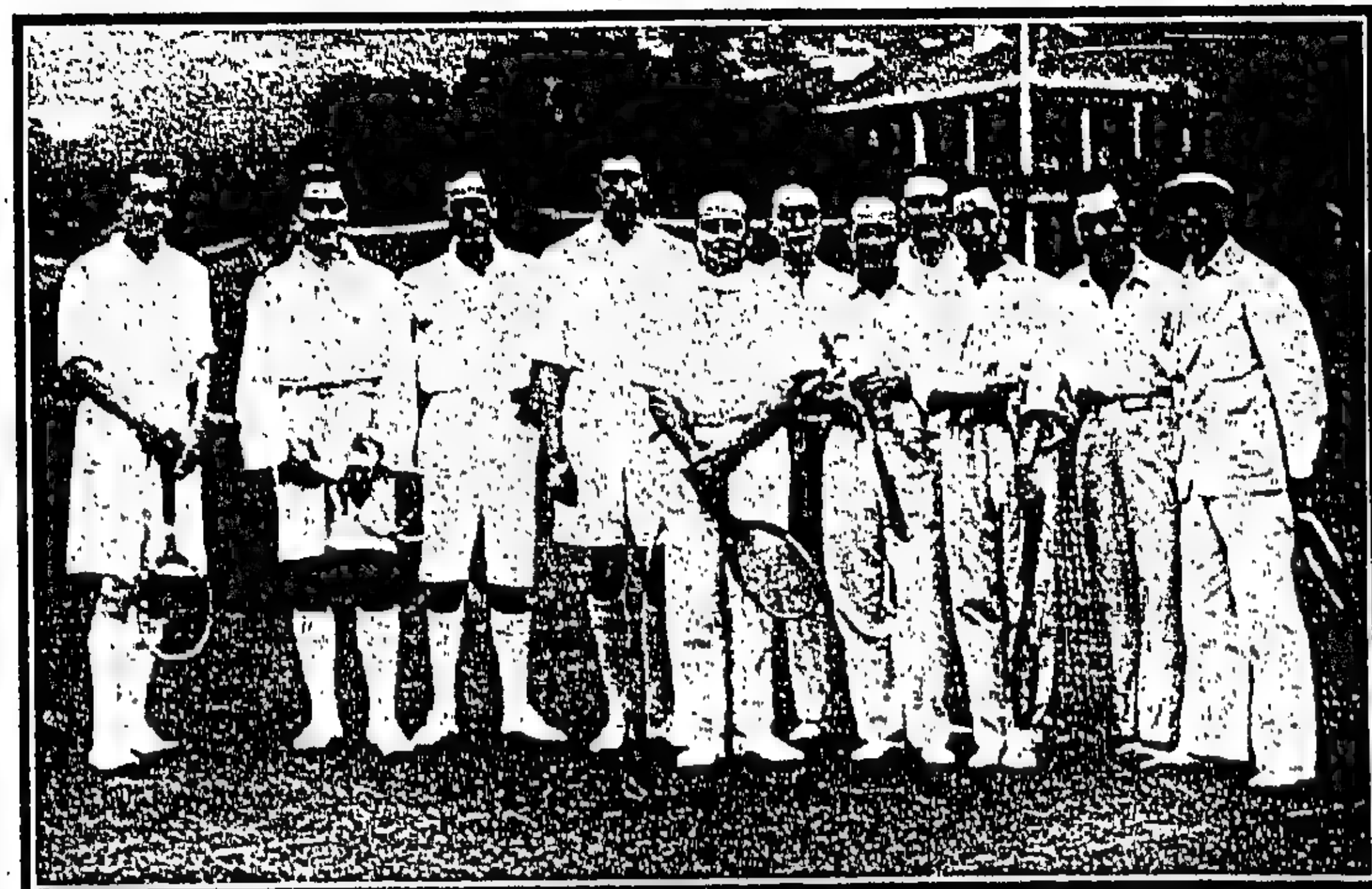
THE HONGKONG HOTEL GARAGE.



This delightful study of Lady Peel, wife of His Excellency the Governor of Hongkong, is the work of Bertram Park, the well-known art photographer, of Dover Street, Piccadilly.



A new studio portrait of His Excellency the Governor, Sir William Peel, K.B.E., C.M.G., by Elliott and Fry, of London.



Players who took part in the Tennis League match between H.K.C.C. and C.R.C. on Saturday, the latter winning. The winners were represented by M. K. Lo, M. W. Lo, Ho Ka-lau, Kong Too-cheung, Ng Sze-kwong and Ng Sze-cheung; and the losers by A. L. Sullivan, L. Goldman, H. Owen Hughes, A. D. Humphreys, H. J. Armstrong and O. E. C. Marton. (Photo: Mee Cheung).



The second team of the 31st Heavy Battery R.A., which won the Ah King Cup in the recent regatta. Major W. Bingham is seen seated in centre, with Lieut. Dangerfield on extreme right. (Photo: Mee Cheung).



Some of the clergy who took part in the ceremonies held on Saturday last when the new chapel at the French Convent Hospital, Causeway Bay, was opened. (Photo: Ming Yuen).

His Excellency
SIR WILLIAM PEELE
Knight-Commander of the Most Excellent Order of the British Empire, Companion of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander in Chief of the Colony of Hong Kong and its Dependencies and Vice Admiral of the Fleet.

YOUR EXCELLENCY

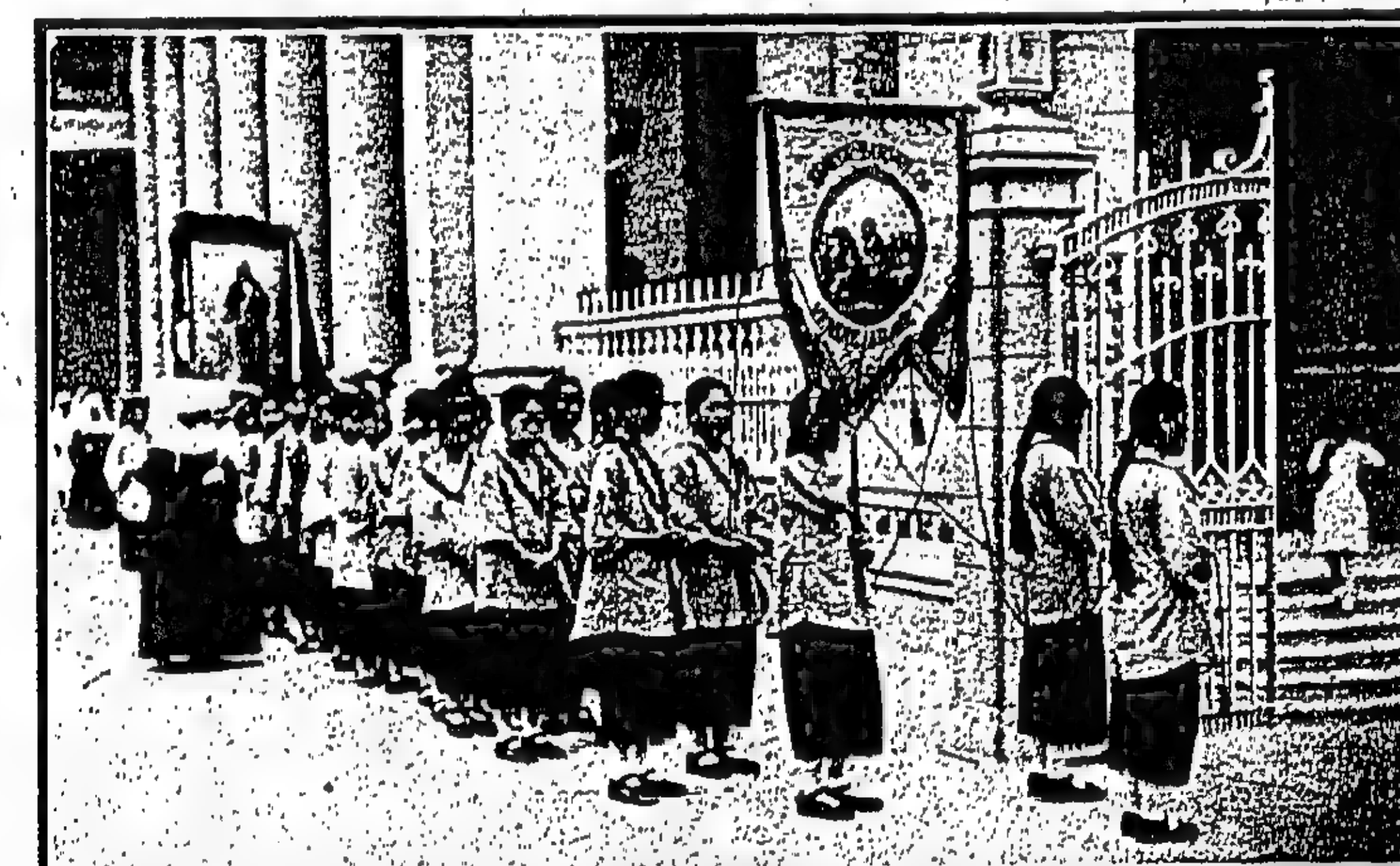
WE who reside in KOWLOON, representing various nationalities and a wide range of interests, welcome you to our midst. We are proud to have you with us, and we are sure that you will find the people of Kowloon most ready to do all in their power to make your stay in this part of the Colony as pleasant as possible. We are sure that you will find the people of Kowloon most ready to do all in their power to make your stay in this part of the Colony as pleasant as possible.

WE believe that you will find the people of Kowloon most ready to do all in their power to make your stay in this part of the Colony as pleasant as possible. We are sure that you will find the people of Kowloon most ready to do all in their power to make your stay in this part of the Colony as pleasant as possible.

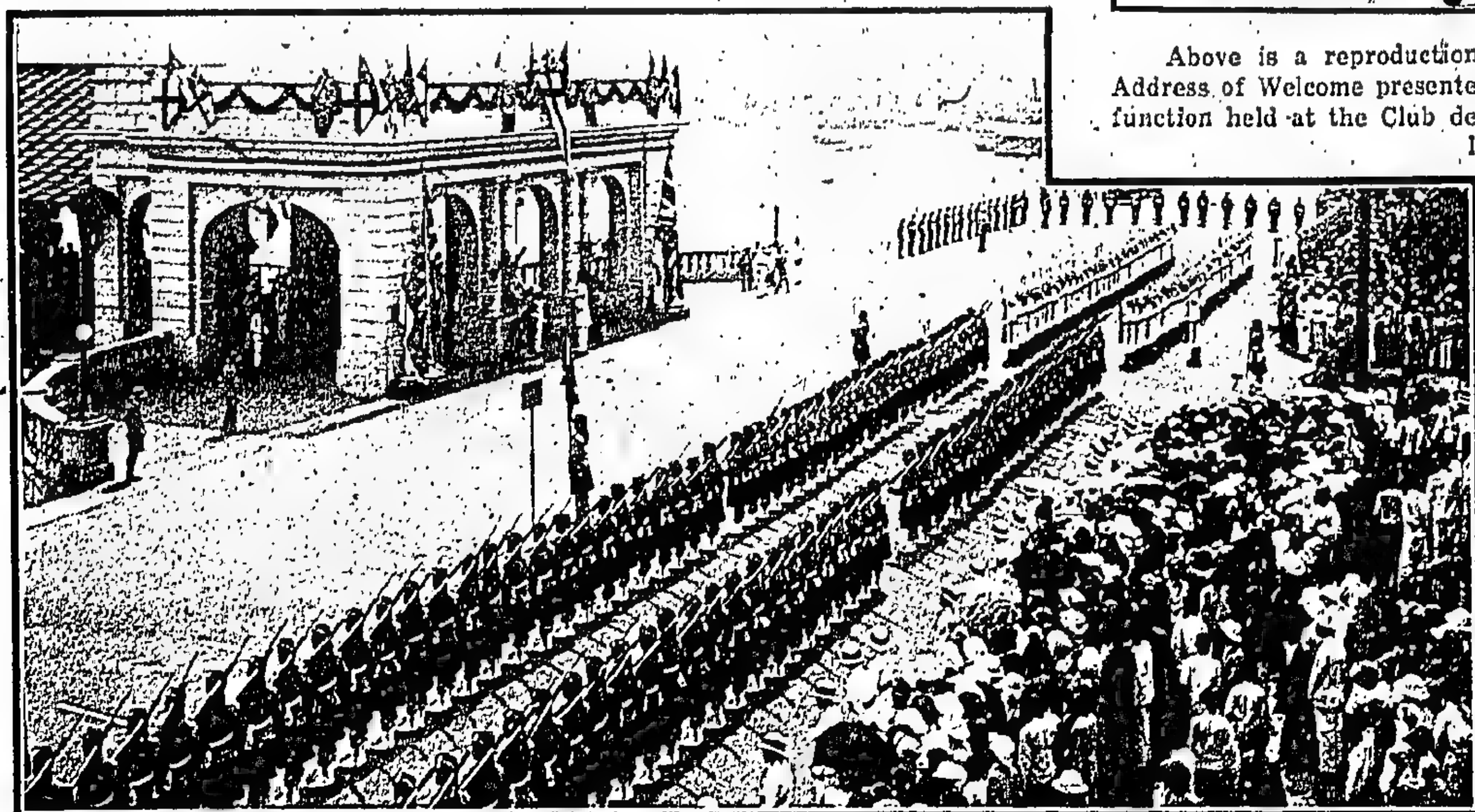
WE welcome you to KOWLOON. We are sure that you will find the people of Kowloon most ready to do all in their power to make your stay in this part of the Colony as pleasant as possible.

WELCOME TO KOWLOON.

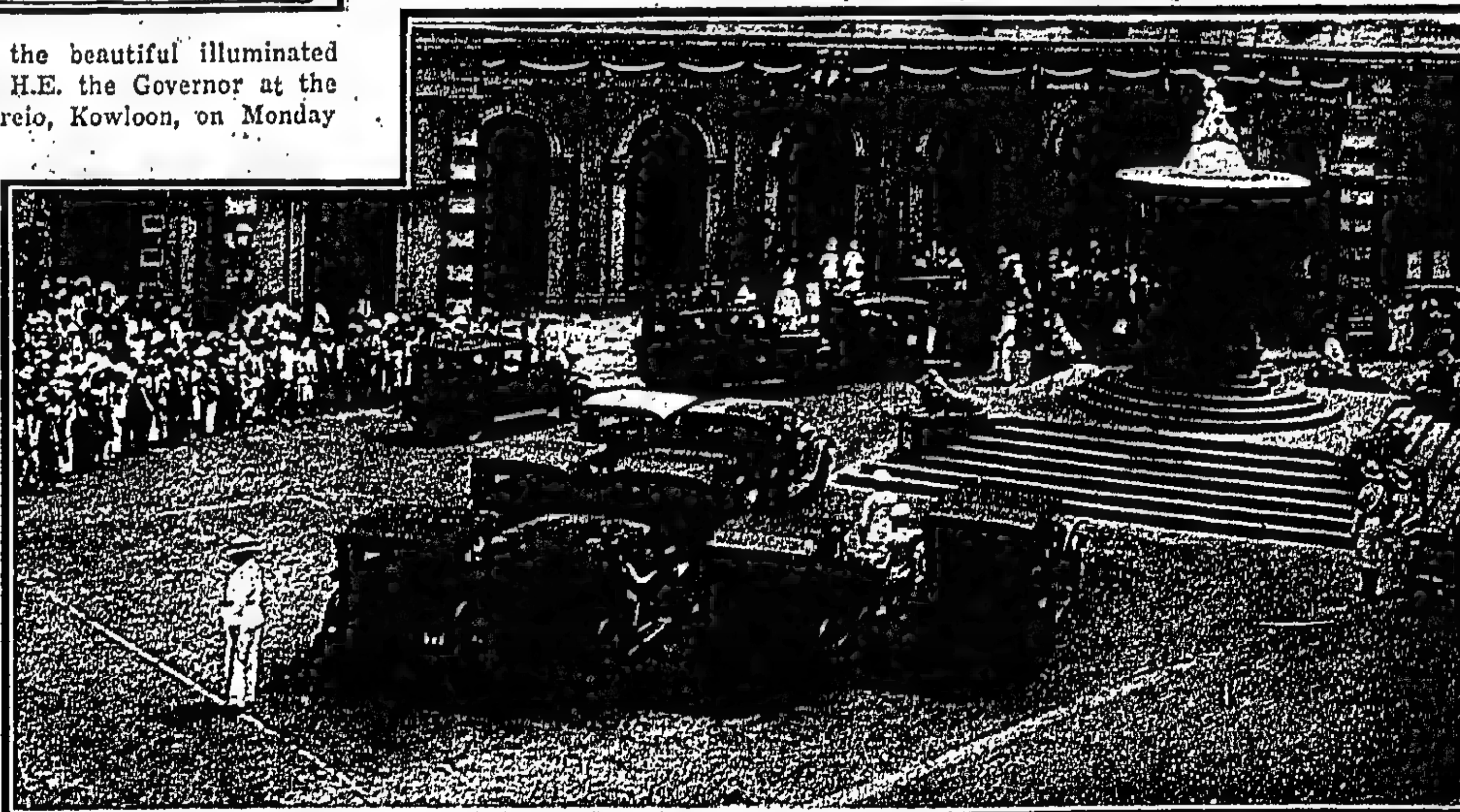
Chinese Welcome Committee, 1930.



Another section of the procession which took part in the solemn ceremonies in connexion with the opening of the new chapel at the French Convent Hospital at Causeway Bay. (Photo: Ming Yuen).



A splendid picture of the official landing of His Excellency Sir William Peel at Queen's Pier last week, when he assumed the Governorship of the Colony. As will be seen, the guards of honour supplied by the Argyll and Sutherland Highlanders and the Navy made a most impressive sight. (Photo: A. Fong).



The scene outside the City Hall as His Excellency the Governor entered the building to receive the welcome of the community on his arrival in the Colony to assume the Governorship. (Photo: Ming Yuen Studio).

HINDENBURG & YOUNG PLAN.

FORMER FOES BECOME HIS SUPPORTERS.



Germany's "grand old man," President von Hindenburg, now 83 years old, has passed through another crisis in his political career. Upper right, a close-up of Von Hindenburg as he appeared at a recent military review. At left, he is shaking hands with an old comrade of the war; and, lower right, as he inspected a group of nurses at one of the naval hospitals.

"With a heavy but firm heart, and after mature and conscientious examination, I have signed the young Plan laws."

With this statement, President Paul von Hindenburg, one-time idol and hope of German Monarchists and Nationalists, who was feared and mistrusted by the political parties of the Centre and the Left, found that in a few short years the tables had been completely turned. To-day he is hated and reviled by those same Monarchists and Nationalists, but lauded and revered by the Socialists and Liberals.

There is, perhaps, nothing resembling the story of Hindenburg in all latter-day politics. Especially remarkable is it because he has grown in tolerance, liberalism and wisdom at an age when doctors and psychologists can predict only a growing, crabbed conservatism and hardening of the arteries.

Hindenburg at 83. Hindenburg is 83. He was an army officer of the old Prussian school, a devoted servant of the German Crown. All the laurels that could be won by a general were his by the close of the World War, for he had been trusted with supreme military power.

But when the war was over and lost, Hindenburg did not run away. He stuck bravely with his armies and led them home. Then he retired to Hanover, sadly considering his life's work done.

The death of Friedrich Ebert, saddler-president of the German Republic, made a new election necessary. The Kaiserist clique wanted Hindenburg to run. He first refused, but finally consented, and was triumphantly elected. The monarchists were in high feather. They looked upon Hindenburg as a sort of chair-warmer for a new monarch. They thought he would look with benevolent eye upon their manoeuvres to overthrow the republic.

To their dismay they found that the old soldier, having taken an oath to support the constitution, really meant to keep his word.

The last few months have brought the real crisis. Germany's finances have been in bad shape, and the Reichstag was to consider the Young Plan for the payment of German war reparations.

Conducted Campaign.

Bitter words were spoken by the Nationalists in the Reichstag. Bitterer words were spoken on the stump outside and written in nationalist newspapers. Dr. Hugenberger, leader of this group, conducted a thumping campaign throughout Germany by means of the movies he controls. Most of the fire was centred on the old President. His residence was virtually besieged. He was asked to veto the Young Plan if the Reichstag adopted it. Or if he would not veto it, he was asked to resign rather than sign it, or

to demand a national referendum on it.

The late Admiral von Tirpitz, builder of Germany's war navy and the man who had urged Hindenburg to run for President, visited his old comrade twice and told him what "true German patriots" expected of him. The Nationalist press warned him not to agree to the "enslavement" of the German people. Representatives of ex-officers' organizations, women nationalists, and students stormed his residence. He was bombarded by letters and telegrams.

The intriguers thought there was a chance of beating the Young Plan in the Reichstag. But Hindenburg showed his mettle by notifying the Reichstag and the Cabinet that the bills must carry by more than a trifling majority if they were to receive his signature. Thus impressed, they passed the measures. The aged president signed them, then issued a stirring statement which said in part:

"Economic and political progress lies along the thorny path of Germany's liberation. I could not refuse to sign in view of my responsibility to Germany and her future, because the consequences of such a step would be incalculable for German industry and finance."

Strong Reaction.

He was only too well aware, Hindenburg went on, that acceptance of the Young Plan would not free Germany of future worries, but it was the only way to secure freedom of German soil and hope of future progress. He wound up with a plea for all factions to drop their disagreements and join in building a common nation. His last words were "Deutschland Ueber Alles!"

Reaction of the Nationalists was bitterer than could have been imagined. One great Nationalist paper decorated its front page with a black mourning band; others refused to print the President's message. Crowds cheered speakers who told of their lost reverence, their new hate, for Hindenburg. One paper said:

"One is seized with homesickness for the battlefields, for the hunger and thirst, the blood, and death. After all, what was a barage? Honour remained!"

Hindenburg has treated these outbursts with silent contempt. But not the Liberals and Socialists. They who fought him five years ago now are upholding him as a sage and a martyr and a hero.

WITH THE STARS OF HOLLYWOOD.

Mae Murray Does Well in "Talkies."

Mae Murray is the latest of the veteran screen stars to prove that she can retain her stardom in the face of the new situation raised by the dominance of the dialogue film.

Tiffany-Stahl has just signed her to a long-term contract, and three pictures, all talking and singing affairs, are being planned for her. They will be "Peacock Alley," "Broadway Rose" and "Fascination," and will be produced on a lavish scale. The first-named will go into production in the near future.

Miss Murray's voice is said to be admirably adapted for dialogue work, and in addition she is said



to be a pleasing singer. These pictures will give her ample opportunity to exercise these talents, as well as the talents that made her one of the country's most popular actresses in the silent films.

"High Voltage," the new Pathe picture which stars William Boyd, is probably as good a hands-across-the-sea picture as one could hope to find.

Boyd, represents the United States. Owen Moore can stand as a representative of Ireland, having been born in County Meath. Billy Bevan hails from Australia, and Phillips Smalley is from England.



When Sleep will not come

NIGHTS of maddening sleeplessness! Your nerves are all on edge! The hours pass with leaden feet and, when morning comes, you feel more tired than when you went to bed.

To ensure sound, natural sleep you must soothe and restore your nerves with the wealth of nourishment that "Ovaltine" so abundantly supplies.

For "Ovaltine" is a preparation of the rich nourishment contained in ripe barley malt, creamy milk and eggs. Every particle can be absorbed even by the weakest digestion. Every cupful contains more nourishment than three eggs. It contains neither chemicals nor drugs.

Every need of the brain and body is supplied by this delicious extraction of Nature's best foods. It supplies concentrated nourishment which is correctly balanced in all the essential food elements and vitamins for restoring and rebuilding the worn cells and tissues of the body, and creating new stores of energy.

For the next few nights take delicious "Ovaltine" just before you retire. Notice how quickly sleep comes to you. Notice, too, how refreshed you feel in the morning—ready for the day's work with renewed energy and vitality.

Make "Ovaltine" your "Good-Night" beverage to-night.

OVALTINE

TONIC FOOD BEVERAGE

Ensures Sound, Natural Sleep

A.P.B. 19

Discriminating Motorists

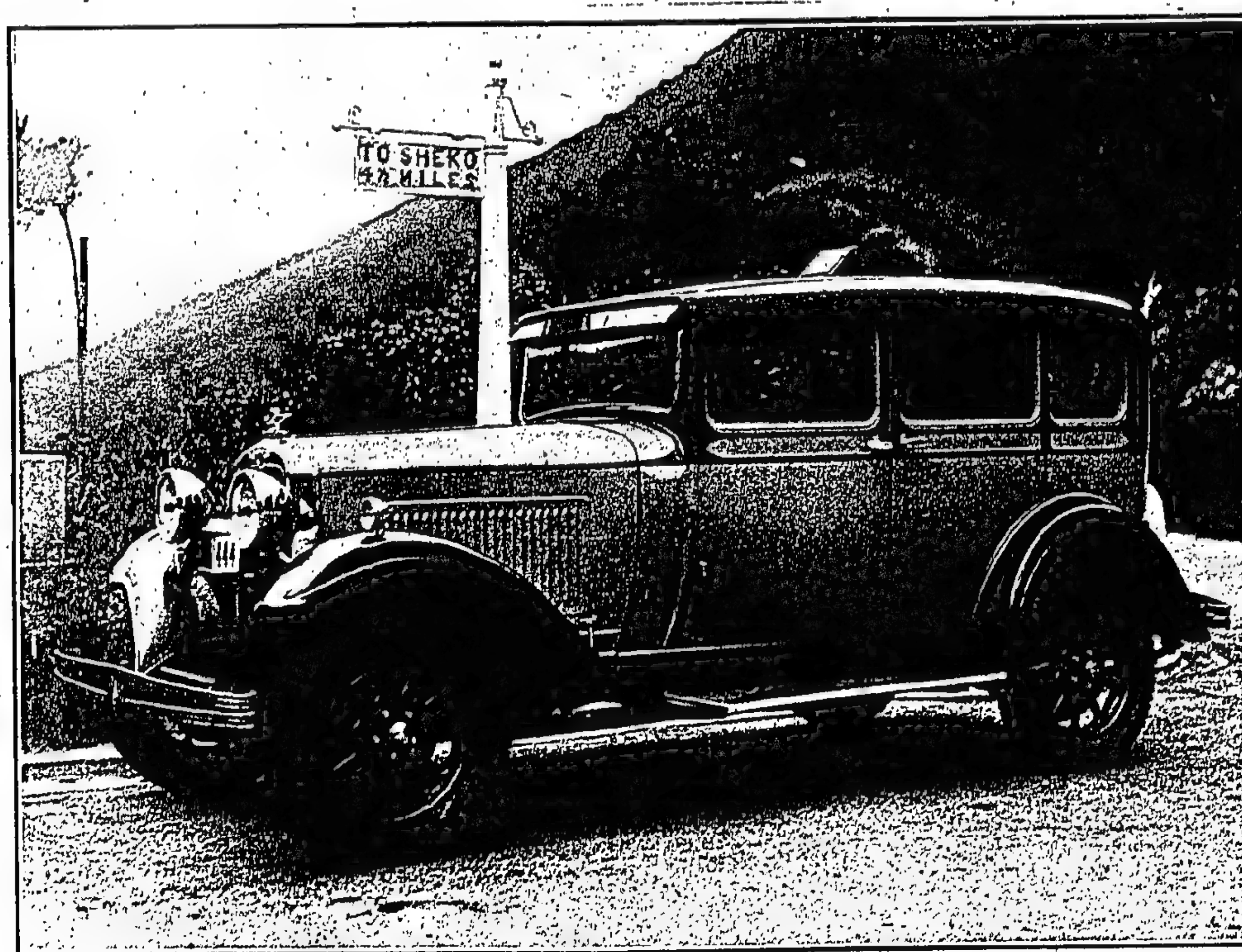


Choose The Isis Six

JUST the sort of magnificent saloon three-quarters of the motoring world have envied, without being able to afford. But now, Morris manufacturing methods have enabled this luxury car, a car of effortless energy and speed, to be sold for only £385.

18 h.p. R.A.C. (developing 54 b.h.p.), an oh-valve engine doing from 0 to 60 on top, and giving 20 miles to the gallon.

Ample clearance for all road conditions. Feel how the road shocks are cushioned out, how the Isis responds to the lightest touch on controls placed where hand or foot wants them. Feel the smooth power of the brakes—Lockheed hydraulic four-wheel brakes. This is the Six that will be seen on all the roads this coming Summer. Try it, and be convinced!



DISCRIMINATING motorists have selected the "Isis" on account of its all-round excellence. Orders have already been placed in Hongkong by the following motorists:—

W. H. Bell, Esq.
Asiatic Petroleum Co., Ltd.
F. R. Marsh, Esq., M.I.E.E.
Hongkong Electric Co., Ltd.
G. C. Moxon, Esq.
Moxon & Taylor.
L. C. F. Bellamy, Esq., M.C.
A.M.I.E.E., M. INST. T.
General Manager,
Hongkong Tramways, Ltd.

—and by E. B. Wakefield, Esq. the travelling representative of the Vulcan Motor and Engineering Co., Ltd., the well-known British motor vehicle manufacturers.

A car which is chosen by such prominent people associated with the engineering industry, is definite evidence of the merit of the car.

Chosen by Those Who Know!

christened after the river ~...to symbolise effortless energy

FULL PARTICULARS FROM THE AGENTS

THE HONG KONG HOTEL GARAGE

25, Queen's Road, Central.

Tel. 24759.

Follow Those Who Know!

WE ARE ALWAYS PLEASED TO GIVE OUR
ADVERTISERS DEFINITE PROOF OF THE

CIRCULATION

OF THE HONGKONG TELEGRAPH

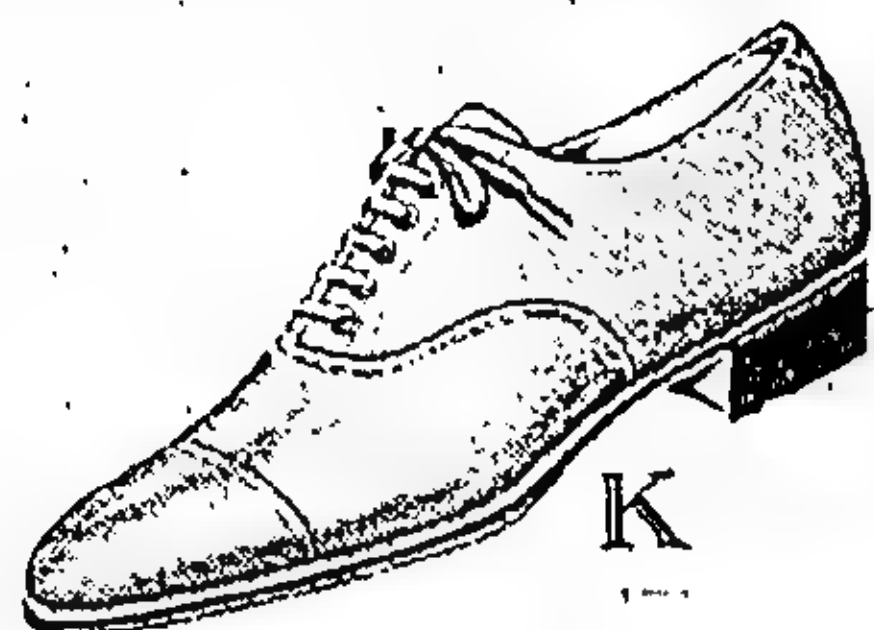
Hongkong Telegraph.

Pictorial Supplement

May 17th, 1930.

FOR ADVERTISING RATES
IN THIS SUPPLEMENT.

Apply to
THE MANAGER
THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.
TELEPHONE 26601



The ordinary system of stock sizes and fittings is out of date now that people have become more particular about fit. For only perfect fit can give perfect foot comfort.

So the makers of K introduced their new famous "Plus" fittings—shoes with the heel-parts one fitting narrower than the foreparts (see illustration.) Now if your foot is slim at the ankle you will be able to get a K shoe that fits closely at the heel yet allows ample freedom for the toes.

It's the extra comfort and the extra smartness which have made K "Plus" Fitting Shoes so popular.

NEW STOCKS OF K SHOES IN BLACK and TAN.

Mackintosh's

FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

Use the Columns of
The
Hongkong Telegraph.
To Increase Your
Business.

Rates on Application.

CHOICE VIANDS—



COOKED HAM
PICKLED OX TONGUE
SMOKED BEEF
PRESSED TONGUE
PRESSED BEEF
BRAWN
OXFORD, TOMATO and
LUNCH SAUSAGES
PORK and MEAT PIES

all with the
ASSURANCE
of
PURITY and QUALITY

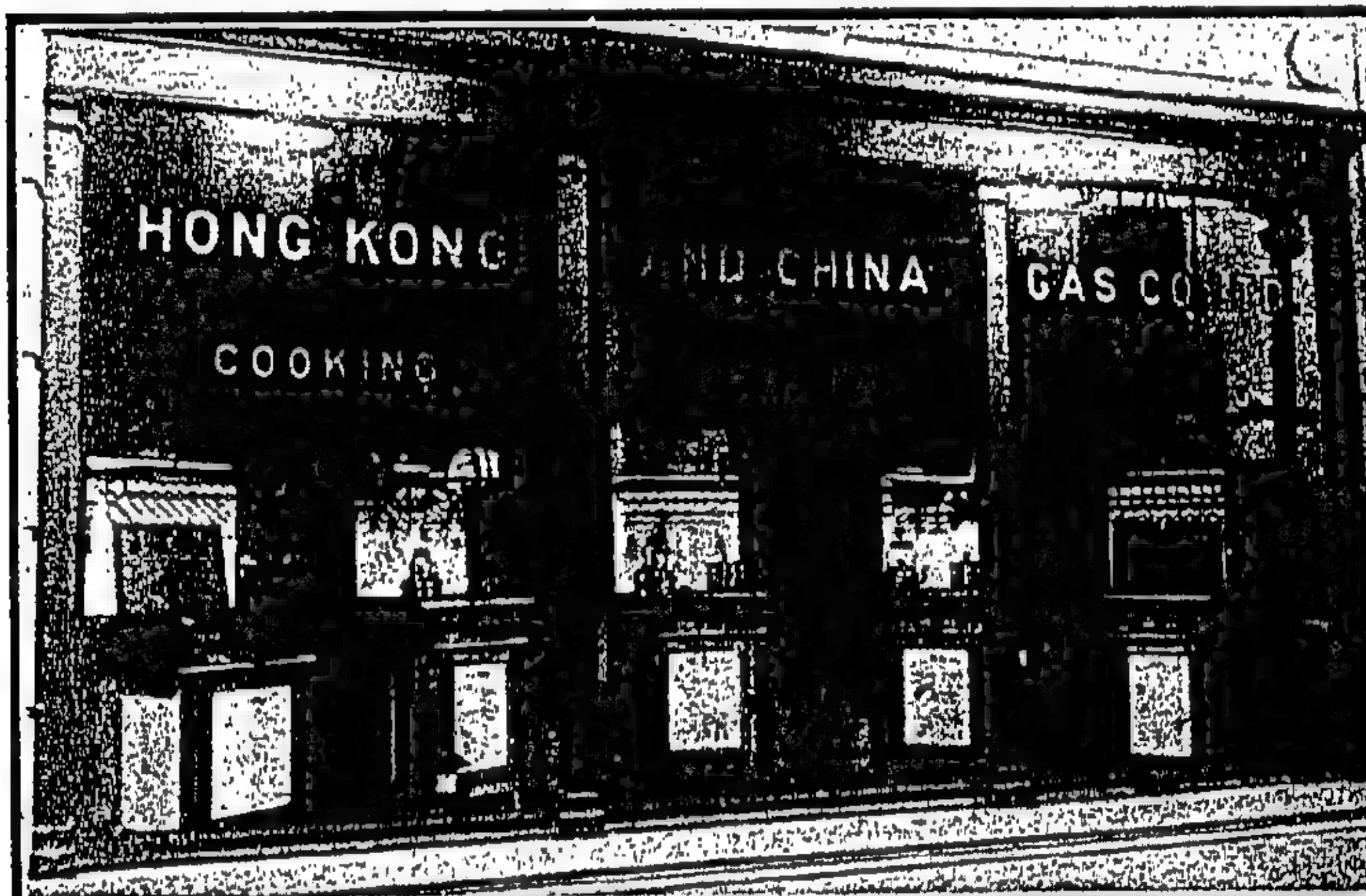
The Dairy Farm, Ice &
Cold Storage Co., Ltd.



His Excellency the Governor is here seen addressing the gathering which assembled at the Club de Recreio on Monday, when he received an enthusiastic welcome from residents of Kowloon. He expressed himself as greatly surprised at the signs of progress on the Peninsula. (Photo: Mee Cheung).



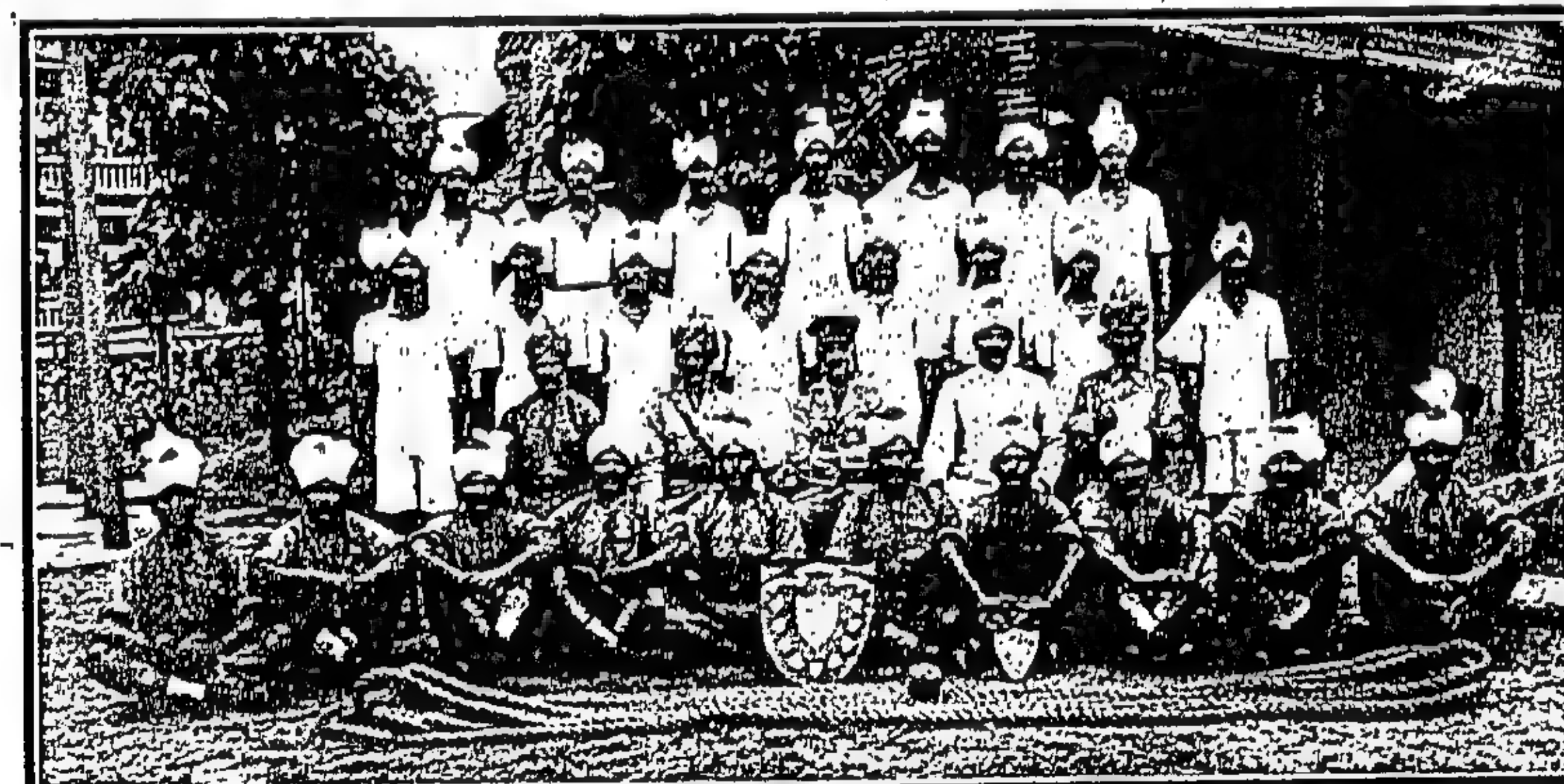
H.E. Sir William Peel, accompanied by Hon. Mr. W. T. Southorn, leaving the City Hall after the public welcome last week.



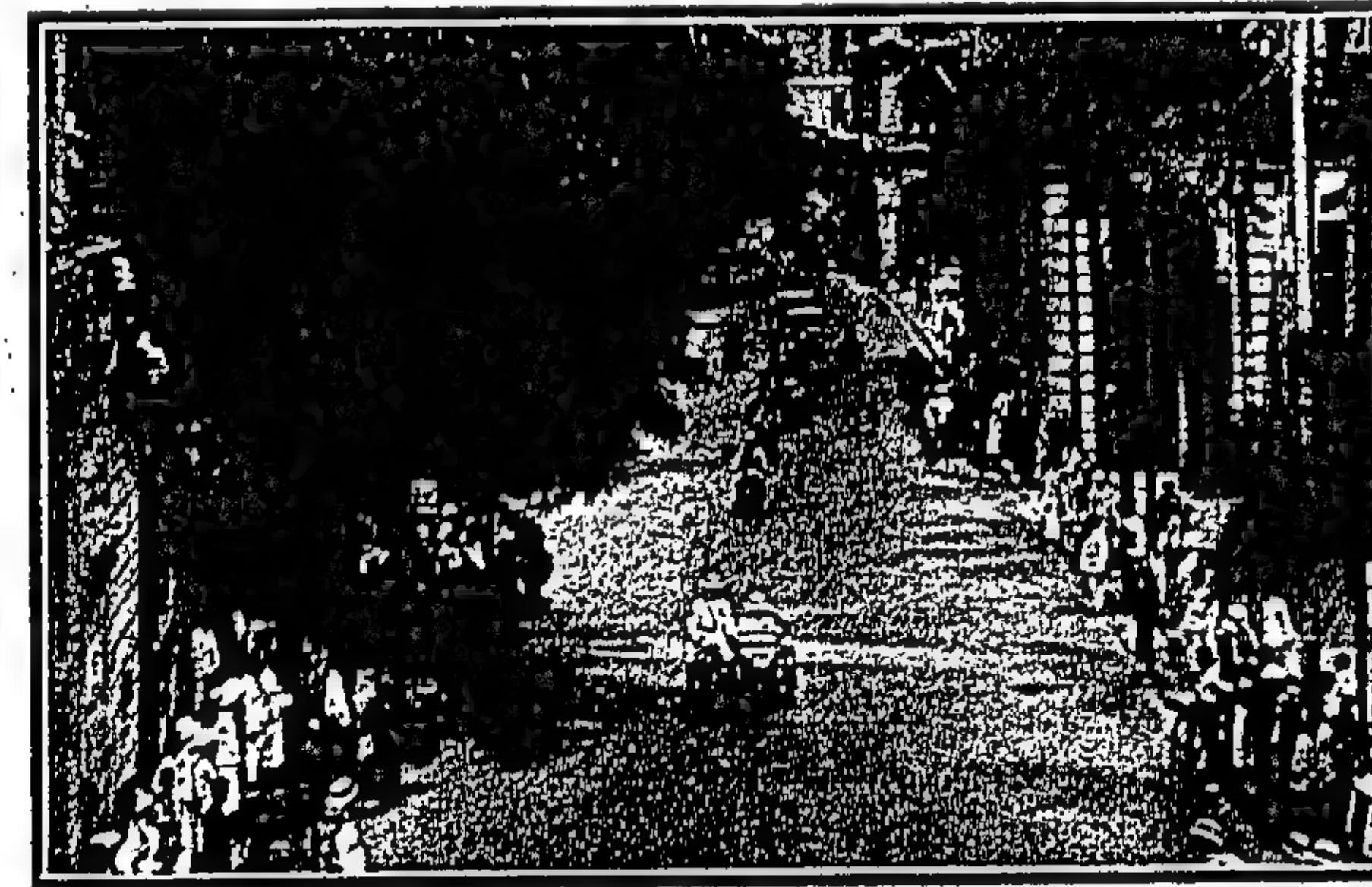
The enterprise of the Hongkong and China Gas Company is attested by the opening of a fine new showroom in Nathan Road, Kowloon, of which the above is an exterior view.



An interior view of the Hongkong and China Gas Company's new showroom in Kowloon, which is fitted out with all the latest equipment for gas heating and lighting.



This picture was wrongly described last week. It shows the Right Section of the 1st Hongkong-Singapore Mountain Battery, R.A., winners of the Inter-Unit 'Shield' in the Brigade competitions. Seated in centre is Major A. Creery, M.C., R.A. (Photo: King's Studio, Kowloon).



An effective picture showing H.E. the Governor and Lady Peel being escorted to the City Hall on their arrival in the Colony last week. (Photo: Ming Yuen Studio).

Whiteaways

LADIES' SUMMER VESTS.
UNBEATABLE VALUE

THE
'PATRICIA'
VEST



A fine ribbed Cotton Vest for Summer wear. No Sleeves. New Stock in all sizes.

NOTE

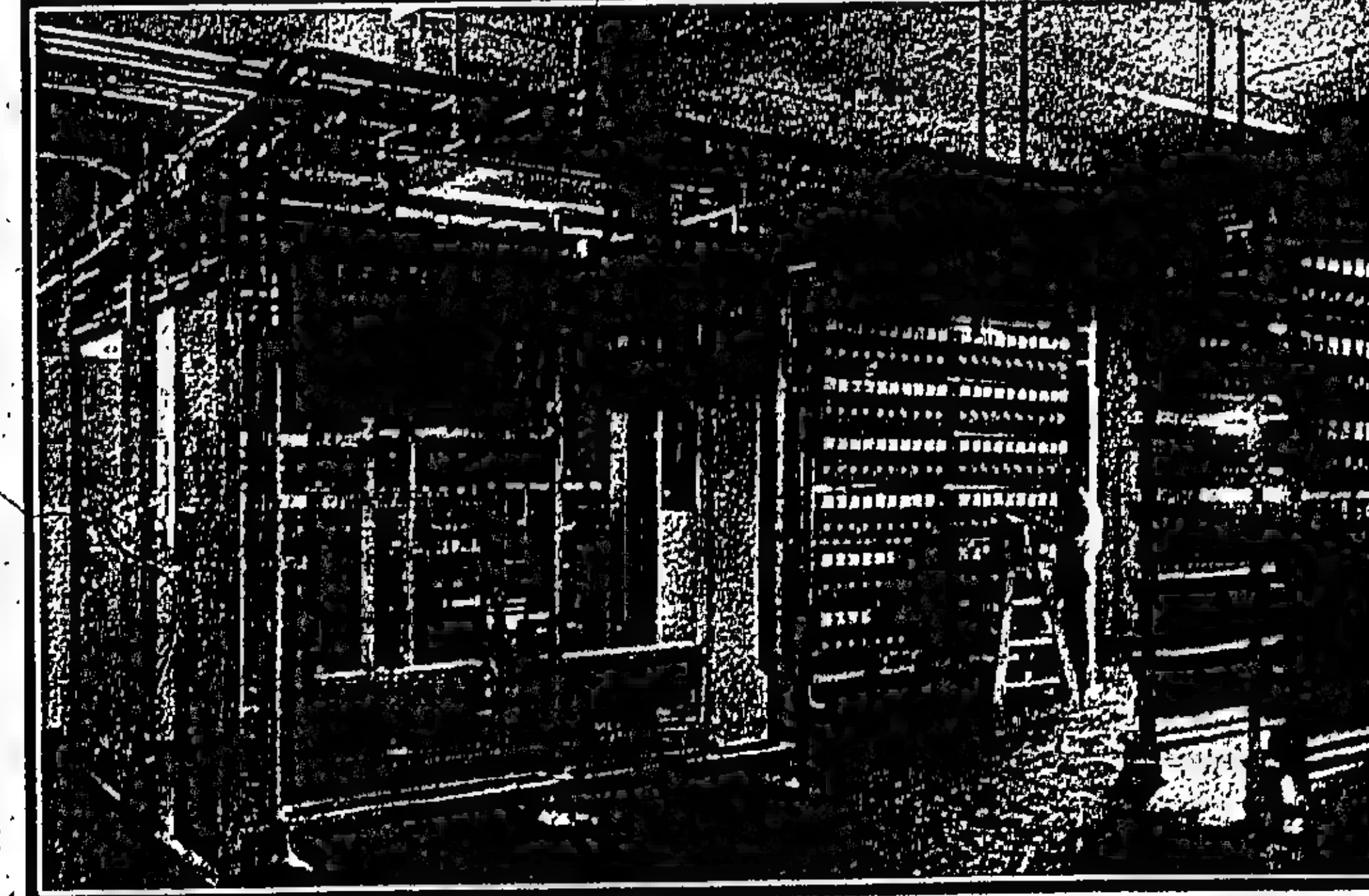
THE
PRICE

50 cts. each.

LADIES' OUTFITTING DEPT.
Whiteaway, Laidlaw & Co., Ltd.
HONG KONG.



Play in progress between the K.C.C. and K.B.G.C. Second Division teams last Saturday. The latter won. W. Bowerman (K.C.C.) is seen delivering a wood. (Photo: Mee Cheung).



The public has probably very little idea of the equipment erected for the Telephone Company in connexion with the automatic service. This picture shows part of the exchange room.

Fashions Burst Into Prints

These new fabrics for summer will make any little girl look like a million, even on a modest allowance for making herself a knockout



I. this afternoon dress of pale yellow chiffon uses flowers in an outline print of blue, beige and emerald green.

II. a triple tier adds grace to this gay foulard with its thistle pattern of black, and white on lacquer red.



III. pleated tiers lend a demure chic to this Goupy cape suit of flat crepe printed in four colors.

IV. a printed, unlined long coat and plain frock make up this new Carotte importation.



costumes from Henri Bendel and shoes from Delman, N. Y.



V. if you have an extra bit of fat on you, it's worth losing for this rose taffeta party dress with its full flounced skirt, tight bodice and wide girdle.

If you want to sell yourself as a little girl with "personality plus" this summer, break into print!

For the authenticity of print is recognized everywhere. It is bound to impress that boss of yours, that beau of yours, all your friends, and the world in general.

Prints are fresh-looking. They are chic, colorful and as varied as flowers in an old-fashioned garden. There is much more life in a gay-printed frock than in a plain colored one. Whatever your coloring, your personal slant on life or whatever your job, I am sure you can find appropriate printed costumes that help you to be what you want to be.

I have selected a rounded wardrobe for you this week. For I consider no girl gets the most out of life who wears only office clothes.

For daytime wear I have given you a selection of materials, foulard, printed necktie silk and printed flat crepe.

I. I HOPE each and all of you are planning to participate in some week-end parties this year, which will mean you must have an afternoon dress. Get one that likewise serves the purpose of the "Sunday evening" frock. By that I mean a dressy one that is informal, yet decorative.

I looked at mousseline, organdie, dotted Swisses and lace, and I decided that a pale yellow chiffon, with the new outline flowers in emerald green, blue and beige couldn't be beat. It has lovely lady lines for you. And graceful lace yoke, jabot and cuffs.

You will hold your head a little higher, too, if you put on a picture hat of natural balbrunn, with its crown all banded prettily with yellow, brown, peach and green taffeta. And a pair of T-strap sandals in parchment kid, with beige and tan trim seem to me to be a good understanding for this outfit.

II. If you would relish being sophisticated-looking in a stunning way, glance at the little triple-tiered foulard frock in a thistle pattern of black and white lines on a lacquer red background. There's grace and graciousness in every line of it, and an indefinite feeling that the woman who wears it knows what it's all about.

The long-lined line is accentuated by a slightly high belt line, and the sleeves blouse slightly above a tall cuff. This is an easy dress to wear, for it has a flattering neckline of fluted white silk pique that bastes inside a narrow banding of plain red outlined with white.

A lacquer red bangkok from Rebous, with one side wider than the other and the front cut away to show the forehead, is an ideal hat for this frock, just big enough to add a note of dressiness to it and little enough to be comfortable if you wear it on the street or in cars. Red lizard shoes with a fine little yoke design in the same material can be had, too.

III. If you are demure and want to be chic, look at the little Goupy cape suit of printed flat crepe. It has a navy blue background with tiny flowers of green, brown and white. Its frock has a double-tiered skirt, below a princess-fitted waistline and hips. The frock has long sleeves and a neat little neckline of pleated self-material, a lifesaver if you have many frocks with white collars to be washed daily.

by Julia

The cape of this little outfit fits you well through the shoulders so it won't irritate you by slipping around. It has a flounce of pleated material like the skirt, and is jacket length.

Being a fine printed pattern, you won't soon tire of this unusual cut. It is calculated to set you up. Put it on, along with a little navy blue straw beret with white and navy blue grosgrain ribbon trimming it, and a pair of navy blue kid pumps, piped in white, and see how set up you feel.

IV. IF you are the practical girl who demands style plus utility, I have chosen a Carotte import that will give you something absolutely new, the printed long coat and the plain frock making an ensemble.

You can see at a glance what an ideal combination it is. The flowered coat of quaint necktie silk in beige, brown, yellow and orange, gives you a chance to wear four different plain-colored dresses with it and be chic in every one.

The frock I show with it is its own beige flat crepe with cute short sleeves, a petalled collar and jabot and fine rows of fagotting around the waist to the hipline where the accordion pleating starts. The dress has the new short sleeves and is belted with brown, and the racella mushroom hat is brown, too, banded in a slightly darker tone. But I want you especially to look at the coat, for it is tailored, long-sleeved, full length and unlined. Wear it with or without a belt.

V. NOW for the party dress. Shall it be chiffon or shall it be taffeta? There is summer delicacy in chiffons and there is youth in taffeta. Which do you want?

Roses do not wait for June to bloom this year, but all the new Paris things picture them. So I picked a lovely rose printed taffeta evening gown as a first choice for you. You'll feel like a million dancing in such a gown! It has a tight bodice, wide girdle and full, flounced skirt. It fastens up one side under the arm.

And remember, you had better invest in one of those nice foundations that go by the old-fashioned name of corsets, but are really supple as a silk shirt.

THERE is something refreshing about a print that makes it sparkle with hopefulness and raises sagging spirits accordingly. Maybe it is a raise in pay you crave. Maybe it is a little more attention for which you yearn. Maybe it is social recognition that you desire. Why not try the old fascinating game of dressing up to the part you want to play and taking a chance?

You will be surprised how your clothes will carry you instead of you having to carry them.

It is wise to avoid a bizarre design and an original cut in the same costume, as the combination will pall on you. When you are choosing a dress, remember that you are going to live with it for a while.

Accordingly, it is almost always better to choose one whose attraction will last instead of fading like a shooting star or last week's salary. That poise which results from a well-dressed feeling may send you striding ahead socially or professionally in a way that will be surprising. Maybe clothes don't make the woman, but they certainly help considerably.

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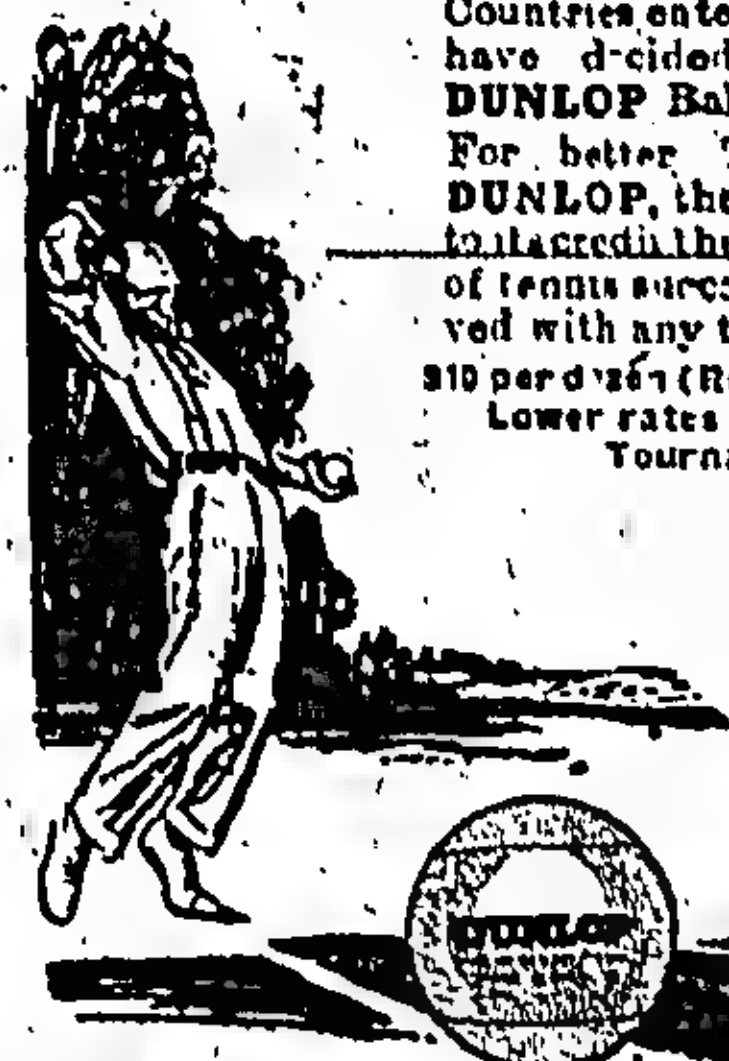
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WALKER CUP FOR AMERICA.

WIN TEN OF TWELVE MATCHES.

TORRANCE GIVES BRITAIN A SOLITARY SINGLES.

D. MOE'S WIZARDRY.

London, May 16.
America won the Walker Cup at Sandwich by ten matches to two. Britain winning only one of the singles games. Tolley and Wethered had saved the British team from complete defeat in the foursomes and to-day it was Torrance who gave Britain her solitary victory in the singles. The American victories in the singles were very decisive and the scores themselves reflect the superiority of the Americans.

The results of the singles were as follows:
Dr. Willing (America) beat J. Nelson Smith (Britain) two and one.

Donald Moe (America) beat J. A. Stout (Britain) one up.

Bobby Jones (America) beat R. H. Wethered (Britain) nine and eight.

H. R. Johnson (America) beat R. H. Wethered (Britain) nine and eight.

H. R. Johnson (America) beat C. J. H. Tolley (Britain) five and four.

C. Voight (America) beat Sir Ernest Holderness (Britain) ten and eight.

C. Von Elm (America) beat Rex Hartley (Britain) three and two.

R. Mackenzie (America) beat V. Campbell (Britain) six and five.

T. A. Torrance (Britain) beat L. Quimer (America) seven and six.

Hartley Cracks Up.
After the morning round, when Tolley was three down, he inspired fresh hope by regaining the first three holes in the second round. At the seventh, however, Tolley was again three down. Jones, after a devastating last half in the morning, was more kindly disposed later on and was content to retain the lead, although he was always hitting with tremendous power.

Hartley was two up at the third in his match with Von Elm, but after that he cracked up completely.

Campbell and Holderness had no excuse and no hope at the end of the morning round when they were eight and six down respectively.

Amazing Recovery.
Stout, however, was the victim of the most amazing recovery ever seen at Sandwich. At the end of the morning he led Moe by four holes. He won the first three in the afternoon to become seven up, but Moe demolished this big lead by the time the twelfth hole had reached and finished by holing out the course in 37. Stout hung on bravely to the eighteenth where Moe, playing like a wizard, almost holed out his second shot.

The Americans sustained their accuracy throughout the whole match and deserved their victory.

In an interview Bobby Jones said, "I never dreamed that we should play so well." Roger Wethered, the British captain, said, "I can only say that the better side won."

The Morning Play.
The weather was balmy and ideal. After a moderate start, in which he missed a one foot putt, allowing Wethered to turn square, Jones with amazing firework won the tenth hole, where Wethered with a sliced drive had rendered a spectator unconscious. Jones placed his second shot at the eleventh up against the pin, and repeated this feat at the twelfth, not having to hole out. He then holed out a thirty-five yards run-up at the thirteenth for the third consecutive three, and was 4 up.

Wethered seemed rattled, and Jones won the fourteenth despite three putts, and also won his sixth successive hole in taking the fifteenth.

Wethered halved the sixteenth, but was soon in trouble and lost the seventeenth. Jones was bunkered at the eighteenth, but recovered, and then was careless with a short putt and only gained a half.

The Prince of Wales, who was an early arrival, was most interested in the night of Tolley, who was heavily swiping, but this was negated by his inaccurate short game. He was 3 down at the fifth hole.

Hartley and Von Elm explored most of the bunkers on the course. The (Continued on Page 14.)

"MASKEE" LEAVES ON VOYAGE.

GIVEN WARM SEND-OFF ON 'WORLD TRIP.'

A CUPID MASCOT.

Shortly after 8.30 this morning, the junk "Maskee" weighed anchor from her mooring at Causeway Bay, and set out on her hazardous venture of a voyage round the world.

She was towed out of the typhoon shelter by two motor-boats, and before she left Mrs. F. M. Deacon presented the crew with a mascot in the form of a Cupid doll. On board were Messrs. Stevenson, Banks, Grouham and Mitton.

A fair wind gave her a clear course through the harbour in a westerly direction, the extensive spread of sail making a fine sight, and her epic and apan appearance evoking much admiration from passengers on the Star ferries, and those who had gathered at the end of various piers to wave farewell and good luck to the four intrepid voyagers.

A number of vessels dipped flag as she passed, which compliment was replied to by the "Maskee" which also flew beneath the pennant of the Royal Hongkong Yacht Club the signal "Thank You" (X.O.R.).

A number of steam and motor launches escorted the "Maskee" up the harbour, and, to the accompaniment of crackers and messages through megaphones, the brave little craft sailed away.

Mr. Stevenson expressed the opinion that they would cover 150 miles to-day, and said they were making for the Philippine Islands, just south of Manila.

Included in the stores of the "Maskee" is a case of Ovaltine, presented to the adventurers by Messrs. Reiss, Massey & Co., and which will undoubtedly play a large part in maintaining the health of the crew, and the accomplishment of their attempt to circumnavigate the world. Wherever vitality and endurance has been vital to success, Ovaltine has always been selected, because of the highly concentrated nourishment, this delicious food beverage supplies, and which can always be relied upon for creating abundant strength, to fortify the body and so prevent fatigue.

TILBURY'S FINE NEW LANDING-STAGE.

OFFICIALLY OPENED BY THE PRIME MINISTER.

London, May 16.
The Port of London's new permanent landing stage at Tilbury was officially opened by the Prime Minister to-day.

The landing stage is 1,142 feet long and 80 feet wide, floating on 63 huge steel pontoons, and it carries a doubled-deck building 500 feet long.

Five bridges connect the shore with the stage, which projects 370 feet from the river bank and rises and falls with the tide, this movement averaging 21 feet.

The scheme cost £700,000 and will make possible the discontinuance of the practice of carrying passengers by tender between the shore and vessels lying in the river. Liners will now be able to lie alongside at any time.—British Service.

BANDITS THREATEN TSAITEN.

TWO BANDS PLANNING TO JOIN FORCES.

Hankow, May 16.
Following the capture of Simakow and Hanchwang, bandits are now threatening Tsaitien. It is suggested that the bandits who recently captured Pingkiang in Hunan are co-operating with the band and are planning a junction of forces for an attack on Wuhan. Headquarters regard the situation as serious and are securing reinforcements.—Reuter.

CUBAN SUGAR.

RUSSIA SAID TO REQUIRE 200,000 TONS.

New York, May 16.
Reports are circulating to the effect that Russia is in the market for 200,000 tons of Cuban sugar.—Reuter's American Service.

COUNTY CRICKET MATCHES.

AUSTRALIANS DRAW WITH LANCES.

MORE EXCELLENT BOWLING PERFORMANCES.

SOMERSET BEATEN.

London, May 16.
The County cricket matches which ended to-day were not productive of any very high scoring, but there were some notable bowling feats. Centuries were made by Longridge, Geary and Chapman. Prominent in the bowling performances were those of Snary (Leicester) and Rhodes (Yorkshire) who returned unusually good averages.

The Honours List.

The principal batting and bowling performances during the matches which finished to-day are given below:

Batting.

Longridge (Somerset)	112
Geary (Leicester)	81
Chapman (Kent)	112
Perks (Worcester)	4 for 30
Akers-Douglas (Oxford)	94
Hendren (Middlesex)	92
* Not Out.	

Bowling.

Rhodes (Yorkshire)	7 for 35
Snary (Leicester)	5 for 21
Haig (Middlesex)	5 for 20
Perks (Worcester)	4 for 30
Root (Worcester)	5 for 30
Allom (Surrey)	4 for 37
Peebles (Oxford)	6 for 37
Fabian (Cambridge)	8 for 39
Ryan (Gloucester)	5 for 69
Macaulay (Yorkshire)	4 for 82
Andrews (Somerset)	4 for 87
Freeman (Kent)	6 for 85
and 5 for 104	

Australians Draw.

The match between Lancashire and the Australians at Manchester ended in a draw. Lancashire made 176 in the first innings and the Australians 115. The County team was dismissed for 165 runs in the second innings, the batsmen finding Hornibrook, a bowler who varies his pace, difficult to deal with. Hornibrook came out with the best bowling average, taking five Lancashire wickets for 38 runs.

The Australians made a much better showing in the second innings and took their total up to 137 for the loss of only two wickets when stumps were drawn.

Yorkshire v. Cambridge.

Yorkshire beat Cambridge by ten wickets. The veteran Rhodes was largely responsible for the collapse of the Cambridge men in the first innings when they lost all their wickets for the modest total of 127. Rhodes returned the fine average of seven wickets for 35 runs.

Yorkshire replied with 258, there being no outstanding batting performance in the innings. Fabian, the Cambridge bowler, dismissed practically the whole team, taking eight wickets for 69 runs.

Cambridge doubled their first inning's total when they went in to bat again, compiling 257. This time it was Macaulay who did the most damage with the ball, taking four wickets for 82 runs. Set with the easy task of securing 127 runs for victory, the County eleven accomplished this with ease, the necessary runs being secured by the two opening batsmen who were both undefeated.

Gloucestershire v. Surrey.

Gloucestershire won on the first innings against Surrey at Swansea. Gloucestershire went in first and compiled a total of 174. Allom of Surrey took four wickets for 37 runs. Surrey failed to reach the Gloucestershire total when they went in, compiling the comparatively poor total of 163. Ryan proved to be Gloucestershire's most successful bowler, taking five wickets for 70 runs. Gloucestershire went in again, the match ending when they had scored 166 for the loss of six wickets.

Leicester v. Oxford.
At Oxford, Leicester drew with Oxford University. Leicester made (Continued on Page 14.)

MISS JOHNSON AT BANGKOK.

DEAD-BEAT AFTER BATTLE WITH CLOUDS.

WORRY OVER PETROL.

Bangkok, May 16.
Miss Amy Johnson, the young English girl flyer, arrived here from Rangoon at 5.40 p.m., in continuation of her flight from England to Australia.—Reuter.

Later.
Miss Johnson's flight from Rangoon started in blinding rain and thick clouds.

Being unable to find the mountain pass, she rose to a height of 9,000 feet and finally emerged on the Siam side of the mountains.

She flew for three hours more, during which the thick clouds made it impossible for her to pick up land marks. She was most worried as to whether her petrol would last out.

Eventually, she picked up a railway junction and found the position on the map. The rest was easy.

When she landed, she was dead-beat, but she hopes to leave for Singapore at daybreak.—Reuter.

ARMED ROBBERY AT BAY VIEW.

TWO VICTIMS SENT TO HOSPITAL.

An armed robbery, with violence took place in an unnumbered marsh on the hill-side near the old fortress at Bay View early this morning. Although the sum stolen was small, two persons have been sent to the Government Civil Hospital as a result of the wounds they received during the robbery. Their injuries are not regarded as serious.

Tam Shing, a licensed stall-holder, who made the report to the police, stated that at about 3.20 a.m., four men, armed with iron bars and a dagger, entered the marsh, in which he and two others were sleeping. The robbers broke open some boxes and stole money and clothing to the total value of \$32.

During the robbery, the thieves assaulted and wounded two of the inmates. They stayed in the marsh for about 20 minutes and escaped in a southerly direction.

DISAPPEARANCE OF MR. O'SULLIVAN.

POLICE OFFER A REWARD OF \$200.

The following notice has been issued by the Inspector General of Police at Police Headquarters relating to the disappearance of Mr. T. F. O'Sullivan, who has been missing since May 8.

"On May 8, 1930, at about 6.30 p.m., Thomas Francis O'Sullivan (Irish), disappeared from the Botanic Gardens, Hongkong, and has not since been seen."

"Description:—Aged 45, height 5 feet 8 inches, hair silvery grey, very short-sighted, walks with a stoop. When last seen, was dressed in light coloured clothing, brown shoes, no hat, speaks Cantonese and was at one time a short-hand teacher."

"It is hereby notified that a reward of \$200 will be paid to any person giving information leading to his recovery, dead or alive. The reward is valid for three months."

NAVAL TREATY.

GEN. DAWES TO CONFEE WITH HOOVER.

Washington, May 16.
General Dawes, U. S. Ambassador to Britain, is proceeding to America from London in order to confer with President Hoover on the London Naval Treaty.—Reuter's American Service.

FINE TO CLOUDY.

The local weather forecast for the 24 hours ending at noon to-morrow is:—East winds, moderate; fine to cloudy.

THE KUOMINCHUN RETALIATES.

FIERCE ATTACKS ON NATIONALISTS.

INSURGENTS CLAIM MANY SUCCESSES.

HONAN CITY TAKEN.

Shanghai, May 16.
The Kuominchun Army, under General Sun Tien-yang, is launching a fierce counter-attack on the Nationalist troops near Kweichow by assailing Yucheng, on the Shantung-Honan frontier near Kweichow. Marshal Chiang Kai-shek, President of the National Government, has arrived at Kweichow and established his Headquarters at the railway station.

Fighting between the Nationalist and Kuominchun armies commenced at Yucheng yesterday morning, which is indicative of the intention of the Kuominchun insurgents to launch a counter-attack against Kweichow in view of the Nationalist decision to march direct from Kweichow to take the Kuominchun strongholds at Chengchow and Kaifeng, the capital of Honan Province.

Meanwhile hostilities between the Nationalists and the plain clothes Kuominchun force from Yucheng have broken out again at Mamutsi, which is situated near Kweichow on the Lung-Hai Railway, and which was captured by the Nationalist Army early this week.

The Kuominchun counter-attack at Mamutsi has met with considerable success and Chengchow messages state that the Kuominchun Commanders claim that they have cut the Nationalist rear at Mamutsi.

The sudden turn of events at Mamutsi and Yucheng in favour of the Kuominchun attackers is consequent on the arrival on Wednesday of two Divisions of Shansi cavalrymen, the picked troops of Marshal Yen Hsi-shan, sent from Shantung Province to reinforce the Kuominchun troops along the Lung-Hai Railway.

Communications Affected.
The continued warfare at Mamutsi and Yucheng is affecting communication on the Lung-Hai Railway and as the Nationalist commanders have seized many coaches for troop transport, passenger traffic between Hsuehchow, the Nationalist Headquarters, and Mamutsi has been suspended since Wednesday.

Marshal Chiang Kai-shek has ordered more Nationalist troops from the Tientsin-Pukow Railway to reinforce the Army along the Lung-Hai Railway, with a determination to hold Kweichow and Mamutsi. Marshal Chiang has also commissioned the 11th Nationalist Division, under General Chan Cheng, to pursue the fleeing Kuominchun Army into Kaifeng and Lanfeng.

Yencheng Captured.
While the fortunes of the Nationalist and Kuominchun commanders have varied, along the Lung-Hai Railway it appears that the Kuominchun insurgents in the heart of Honan have been more successful, and in this connection Chengchow messages report the capture of Yencheng, an important strategic position on the Peking-Hankow Railway south of Chengchow and Hsuehchow.

Mobilisation of Nationalist troops is reported at Sinyangchow on the Honan-Hupeh frontier, indicating that they are contemplating moving up the Kin-Hai Line to attack the enemy at Yencheng, with Chengchow as their final objective.

Anticipating trouble in Anhui Province, the Nationalist troops on some parts of the Peking-Hankow Railway have withdrawn for Anhui and this has led to a heavy concentration of Kuominchun forces at Hsuehchow under General Lu Chung-lin.

Marshal Chiang Kai-shek is commanding 60,000 Nationalist troops at Kweichow and if developments at the other end of the Lung-Hai Railway, nearest to Hsuehchow, are favourable to him, he will lead his big army to attack Chengchow some time next week. (Continued on Page 14.)

Bulls and Inners

From the Office Butts.

The "You Know" Series:—You know he's a Civil Servant because he can remit money Home.

A woman living in a Kowloon boarding house complains that the portions of vegetables are not so large as they used to be. The thin end of the veg!

We hear of a Peakite who calls his recently-sown seeds the Pilgrim Fathers, because they Mayflower and they may not!

A Belgian has just written 2,543 words on a postcard. There's some talk of making him an honorary Aberdeenian.

The Government would appear to be as lavish with sand on its roads as the Salary Commissioners were with their recommendations.

Talking of personal emoluments, a setting hen lays down on the job, but she gets results!

"Grass-Widow":—You say your shirts come back from the washerman "absolutely black." Never mind; you can always pretend that you belong to the Fascisti.

It looks as if Gandhi went on his stunt just for arrest.

Writing a bad hand is one way of concealing the fact that you can't spell.

Nanking has placed orders for several tanks from a British firm. If we'd only known it, they could have had some of Hongkong's discarded.

A driver is known by the fenders he keeps.

According to newspapers just to hand, a pianist in Jugo-Slavia has set a record by 85 hours' continuous playing. Probably by this time his neighbours have made him a harpist.

Maybe we should have had a fuller account of the Burmah earthquake if Reuter had been supplied with Press tickets.

New York pacifists are disappointed with the results of the Naval Conference. They'd looked forward to more scrapping.

Auntie Cyclone says that in Hongkong some folk are more intent on being youthful than useful.

Talking of personal emoluments, some people don't need to turn out the light to be in the dark!

"Nature gave us our faces, but we still can pick our teeth."

Government Servants are now keeping their diaries under lock and key.

A headline in a Canadian paper reads:—"Freshwater Reigns From Shower Brothers." There must have been a leak somewhere.

Scientists are now saying that petrol can be made from grass. Judging from some of the vegetables we have tasted lately, it would seem that spinnach is a better source.

A young man of Shek-O more far, said we are the people, we are! We're so very exclusive, So tony—so deuceful! We're the gilt on the ginger Ha! Ha!

News Item:—At the weekly meeting of the Sawdust Club (Sons of Scotia Chapter) it was decided that, inasmuch as the exchange rate is causing whisky to go up, members should make an effort to lower their consumption.

Talking of dicing, about the only time some people begin to shake is when they sign their books.

Government servants are asking for a little more bustle on the ground that the money they shortly intend to save isn't drawing any interest.

One of these days the Labour Government won't be defeated in the House of Lords. Then that'll be real news.

A fashion writer says frogs' skin shoes are becoming popular. But not among the frogs' kin.

The Call of New Territories:— "Why don't you keep to your own side of the road?"

A ladies' magazine states that a fountain-pen, when nearly empty, is apt to spill its contents. We've noticed the same thing about the human head.

A Chinese accused of robbery this week proved that he was in bed at the time. A perfect all-by-bye!

A Chicago woman who fired five times at her husband without hitting him, now wants him to come back home. She misses him so.

Two heads are better than one but a double chin is no bargain.

Some of these young girls shouldn't ride pillion; they're dizzy enough as it is.

Ski racing is said to be the rage in Russia. We—a lways thought they went strong for slaying parties.

"Bare legs should not be seen with long dresses" says a Home fashion writer. We certainly prefer long legs with bare dresses.

In view of the conjecture, we suggest there be a lecture, On the aims and objects Of the Sawdust Club. Is it something bright and cheery,

Or bread and cheese and beery, Or is it something that we'd like to snub? Are they buffaloes or masons, Do they drink their beer in basins,

Or do they merely swig their lemon squash? Are they tough and rough and awful,

Or mild and meek and lawful, Do they dress like hell, Or are they really posh? So whoever is the chairman, And we're sure he is a rare man, And after all, he may not be so daff,

Will he settle our desire? Then perhaps we may aspire To become a member of this blooming craft!

There is no need to guess the nationality of the Happy Valley resident, who, when advised to insure his house against floods, asked "But, how does von start a flood?"

There is no truth in the rumour that the captain of an incoming Star Ferry steamer reported sighting the "Misake" in Lat N.E. 0° Long. E.N. 0° making good progress towards Kowloon.

"Enquirer":—If all the noisy motor-cycles were collected together—they would probably go round the island.

That the war in North China is developing seriously is proved by the fact that not only are several places changing hands, but several heads are changing places.

Correspondents write on gram-mar, Whether "bad" or whether pot; Who cares, anyhow? Should we take a daily dram, or Merely have a little tot?

Who cares, anyhow! Perhaps the weather's getting hotter, Maybe it will rain some more! Who cares, anyhow!

There's a rumour, someone got a Hunch on share rates "since before." Who cares, anyhow!

Who cares, anyhow!

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R.A.F. FUNERAL.

FULL HONOURS FOR AIRCRAFTSMAN.

The funeral of Leading Aircraftman Alfred John Jarvis took place at the Protestant Cemetery, Happy Valley, yesterday evening, the burial service being conducted by the Rev. F. Freeman, R. N. Leading Aircraftman Jarvis, it will be recalled, met his death under tragic circumstances on Thursday morning when for some reason which has not yet been ascertained, he fell from an aeroplane which had just risen to a height of between 200 and 300 feet above Kai Tak aerodrome, and was instantaneously killed.

Full honours were accorded at the funeral. The cortege left the Royal Naval Hospital at five o'clock, being headed by a firing party composed of aircraftmen from Kai Tak. Following them came the band of H.M.S. Hermes, playing the Dead March. They were followed by a gun carriage on which the coffin was borne to the cemetery gates. The coffin was draped with a large Union Jack, on top being the deceased's sun helmet. Sailors from H.M.S. Hermes drew the gun carriage along. Three sailors from the aircraft carrier and a similar number of Kai Tak aircraftmen followed immediately behind, and they afterwards carried the coffin to the graveside. Next came aircraftmen from Kai Tak and sailors from H.M.S. Hermes, each man carrying one of the numerous wreaths that were sent.

They were followed by many officers, including Captain J. D. Campbell, of H.M.S. Hermes, Commander D. C. Lang, H.M.S. Hermes, Wing Commander A. H. Steele Perkins, H.M.S. Hermes, and Squadron Leader S. T. Freeman, Kai Tak.

The last portion of the procession comprised a large number of aircraftmen and sailors, and a detachment from the 2nd Battalion Argyll and Sutherland Highlanders, as well as several civilians, including Mr. F. Smith and Mr. W. E. Hollands (representing the Hongkong Football Association), Mr. A. F. Estall (representing ex-R.A.F. men in the Hongkong Police Force), Mr. A. E. Murphy and Mr. Wilson.

After the burial service, the firing party fired three rounds over the grave and two buglers from H.M.S. Hermes sounded the "Last Post" and "Reveille."

The Wreaths.

A wreath was sent by "Mother, Alice and Ted," and "Billy." Other floral tributes were sent by the Officer Commanding, R.A.F. Base, Kai Tak; Wing-Comdr. A. H. Steele-Perkins, R.A.F.; Flying Officer Book, R.A.F.; Officers, 440 Flight; N.C.O.'s and Airmen, 440 Flight; Officers, 403 Flight; N.C.O.'s and Airmen, 403 Flight; Officers, 412 Flight; N.C.O.'s and Airmen, 412 Flight; N.C.O.'s and Airmen, H. Q. Flight, R.A.F. Kai Tak; Officer Commanding Stores Section, Kai Tak.

Admiral and Wardroom Officers, H.M.S. Tamar; Captain, Officers and Ships' Companies, 8th Destroyer Flotilla; Comdr. D. C. Lang, R.N.; Capt. J. D. Campbell, R.N.; Lieut. R. Garnett, R.N.; Fleet Air Arm, Headquarters Flight, Hermes; N.C.O.'s and Aircraftmen, H.Q. Hermes; Shipwrights and Artisan Messes, Hermes; Royal Marines, Hermes; Ship's Company, Hermes; N.C.O.'s and Warrant Officers' Mess, Hermes; Canteen Staff, Hermes; Observers, Hermes; Wardroom Officers, Hermes; Officers and other ranks, Royal Artillery.

Mr. and Mrs. W. E. Hollands; Mr. and Mrs. J. Ormiston; President, Council and Members, Hongkong Football Association; Ex-R.A.F. Men at Water Police Station; European Police Officers, Kowloon City; H.M.S. Hermes Football Team; Royal Naval Recreation Club; St. Joseph's College Football Club; Chinese Athletic Association; Officers, Warrant Officers and N.C.O.'s, 2nd Battalion Argyll and Sutherland Highlanders.

\$100,000 FINE FOR SMUGGLING.

MASTER MARINER FOUND GUILTY.

Convicted on two charges of opium smuggling, Arthur Hall, a European holding a Master Mariner's certificate, was yesterday fined \$101,000, or seven months' imprisonment, by Mr. Lindsell at the Central Magistracy, His Worship stating that he had taken into consideration accused's past record which had been of a favourable character.

Accused appeared in Court to answer the two following charges: (a) That you had in your possession about 2,500 taels of pressed opium on board the s.s. Kashgar, in the Victoria harbour of this Colony on Saturday, May 10th and

(b) That in connexion with the opium, you did something preparatory to exporting it out of the Colony.

Hall pleaded not guilty to each count.

Mr. L. R. Andrewes (Assistant Crown Solicitor), outlining the facts, said that about 11 a.m. on Saturday morning last, R. O. Grimmit, from information received, went aboard the s.s. Kashgar, which was alongside the Kowloon wharf. He was accompanied by Mr. Taylor. They found Hall sitting outside the smoke room on the verandah. They asked him whether he was Capt. Hall and upon receiving a reply in the affirmative, enquired if he had any luggage on board. The defendant replied that he had not, but later said that he had three trunks in the hold and one suit case in his cabin. He produced the keys for these trunks and suit case, and they were opened and the contents examined in front of the accused. The suit case contained personal papers and the three trunks a large quantity of opium, about 2,500 taels, valued at \$30,000.

The Arrest.

The accused was arrested and taken to the Central Police Station. The trunks were sent for examination to the Imports and Exports department. On the defendant was found a first class ticket to Singapore, per s.s. Kashgar, which sailed an hour afterwards. The papers found in the suit case were examined and Capt. Hall had asked for certain documents to be placed before the Court, as they reflected considerable credit on him.

One document was a diploma of honour awarded by the Executive Council of the Shipping Federation, in recognition of meritorious work as one of the crew of the Don Emilio, on June 13, 1917, under circumstances which called for an exceptional degree of skill and courage. During the War, Capt. Hall held the rank of Lieutenant in the Royal Naval Reserve.

Mr. Lindsell said that he did not think it was necessary for prosecuting counsel to read out the record at that moment. If the case was not proved, he would not require to refer to them, and if he did want them, he would ask the prosecution for them.

Used Foul Language.

Revenue Officer A. W. Grimmit corroborated the statement as to the arrest of the accused and the discovery of the opium. He said that he asked the accused if he had any luggage on board, and he replied "I have got none." He told accused that he knew he had some luggage and he wished him to take witness to search it in his presence. Defendant then said "three trunks were given to me." They then went to the cabin, but there was no opium in the suit case. In the top of one of the trunks, he found bedding quilts and counterpanes, and underneath them 18 parcels containing tins of "Red Lion" Macao opium. Witness pointed out that it was opium and then cautioned defendant and placed him under arrest. He used foul language in denying the opium as his and said "I don't know the first thing



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about it." Witness was of the impression that accused had had a number of drinks. He did not open the other two trunks at the time, but they were sent to the Imports and Exports department, and in them were found 18 and 14 parcels of opium respectively.

Mr. Lindsell (to accused): Do you challenge anything he has said?—No.

"You don't wish to ask any questions at all?—No.

Then what he has said is correct?—I know it is correct after he had opened the trunks.

Taking Trunks to Singapore.

Accused then addressed the Court and said: I simply want to say this. I don't know anything about the boxes. I did not know what they contained. I said that to the Revenue Officers at the time.

Mr. Andrewes submitted accused's reply to the two charges when read out to him at the police station, when he said "I have nothing to say."

Continuing, accused said: Well, I don't know anything about this because I did not know what the boxes contained. I was asked to take them to Singapore, as I was going to Singapore for this Chinaman to try and buy a ship, and he asked me to take these boxes for him. I did not ask him what was in them and he never offered to tell me. As I was going down on business for him, I thought there would be no harm in taking them. That is all I have got to say.

Mr. Lindsell: But surely you must realise how incomplete that story is. You talk about a Chinaman without giving the Court any particulars about him.

Accused: I do not know anything about him. I met him about five months ago, when he asked me if I would go down and buy this ship. I cannot tell you anything about him or where he lives.

Mr. Lindsell: That's all you have got to say?—Yes.

Any witnesses?—No. I might say that a year ago I was troubled with a very serious complaint, and I have been drinking more than I ought to have done.

The Sentence.

Mr. Lindsell: You stand convicted on both charges. I understand that you have a good past record.

Mr. Andrewes: I can speak as to the papers having been found in the suit case. I don't challenge that. I have been asked by the accused to put the certificate in and a letter which states that he received a gratuity of £30 for services in beating off an attack by a German submarine, and that is signed by the owners.

Accused also asked His Worship to look at his references, after which Mr. Lindsell addressed him and said: "The maximum sentence for which you have made yourself liable is \$300,000 and 12 months on the first charge, and \$2,000 and 12 months, on the

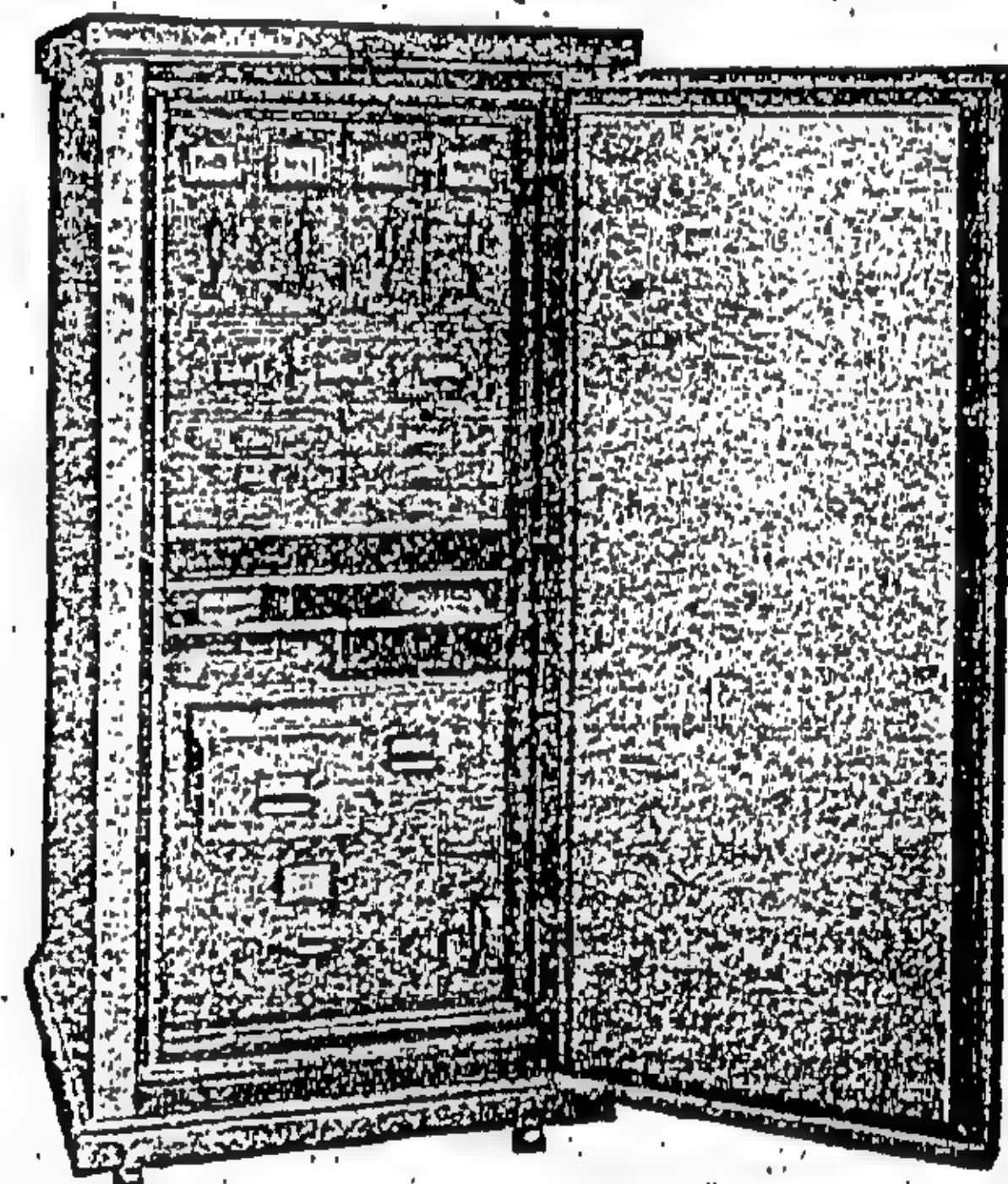


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second. In view of your past record, I intend to impose a slightly more lenient sentence. On charge A, you will be fined \$100,000 or six months' imprisonment and on charge B, \$1,000 or one month, consecutively. The opium will, of course, be confiscated.

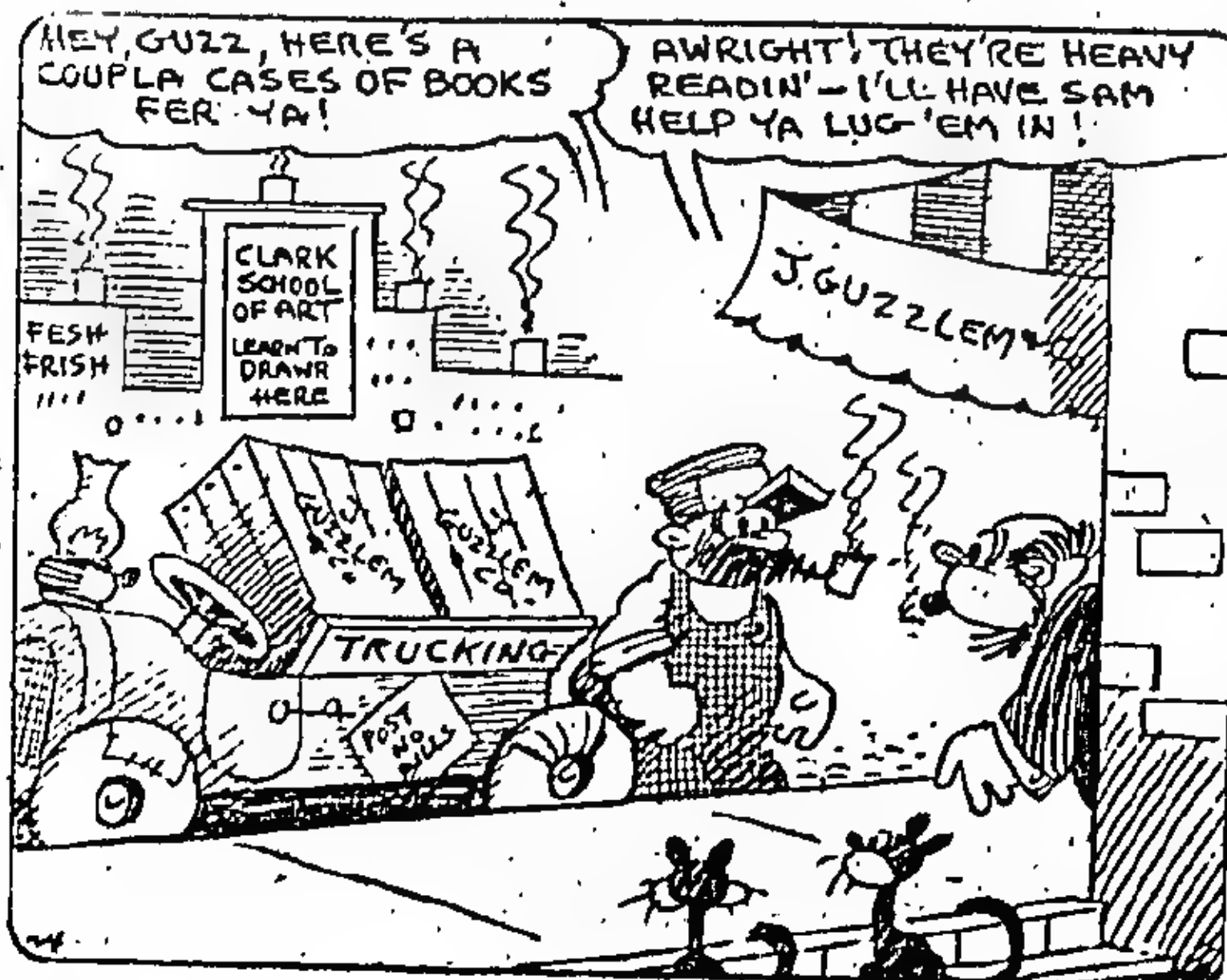
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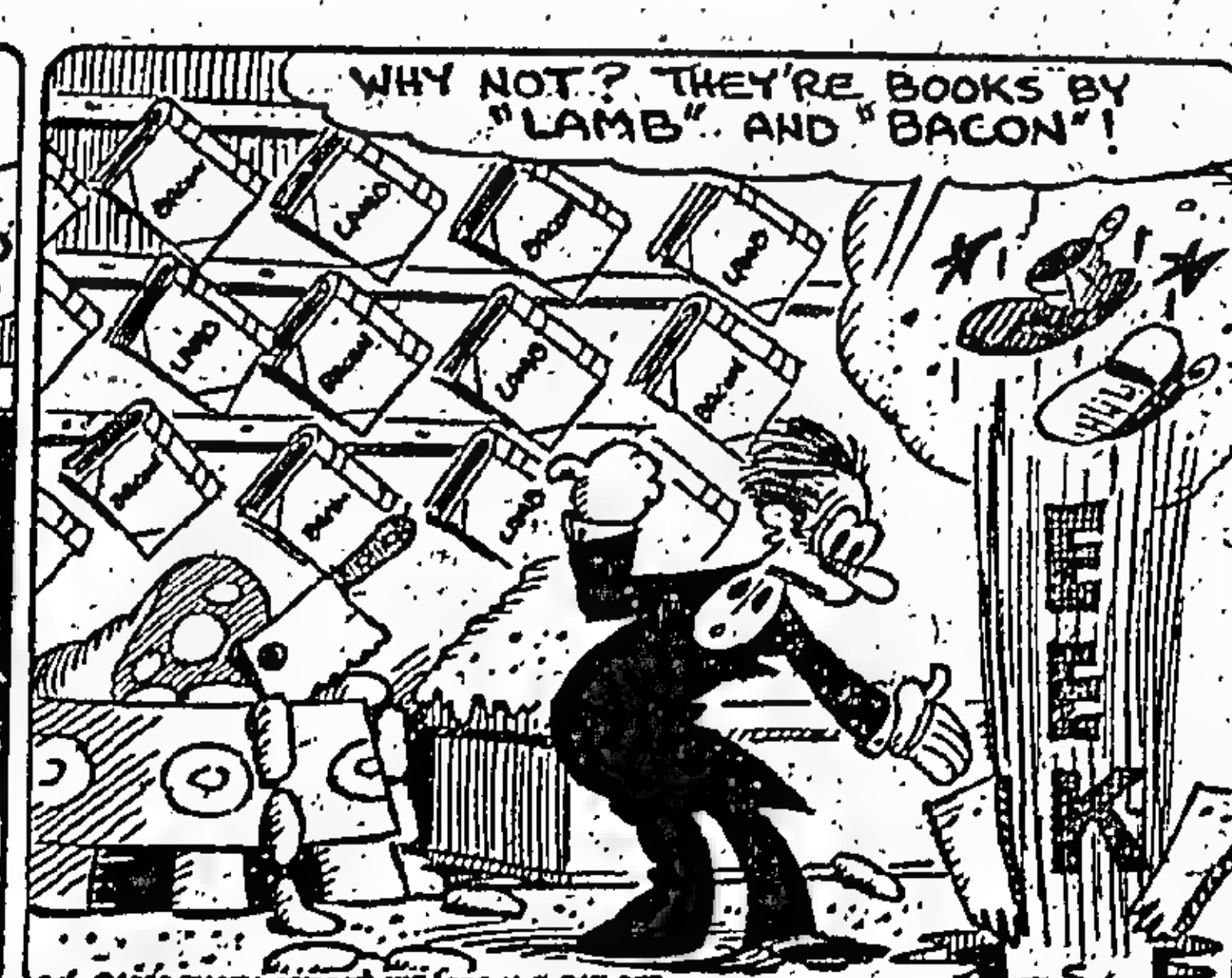
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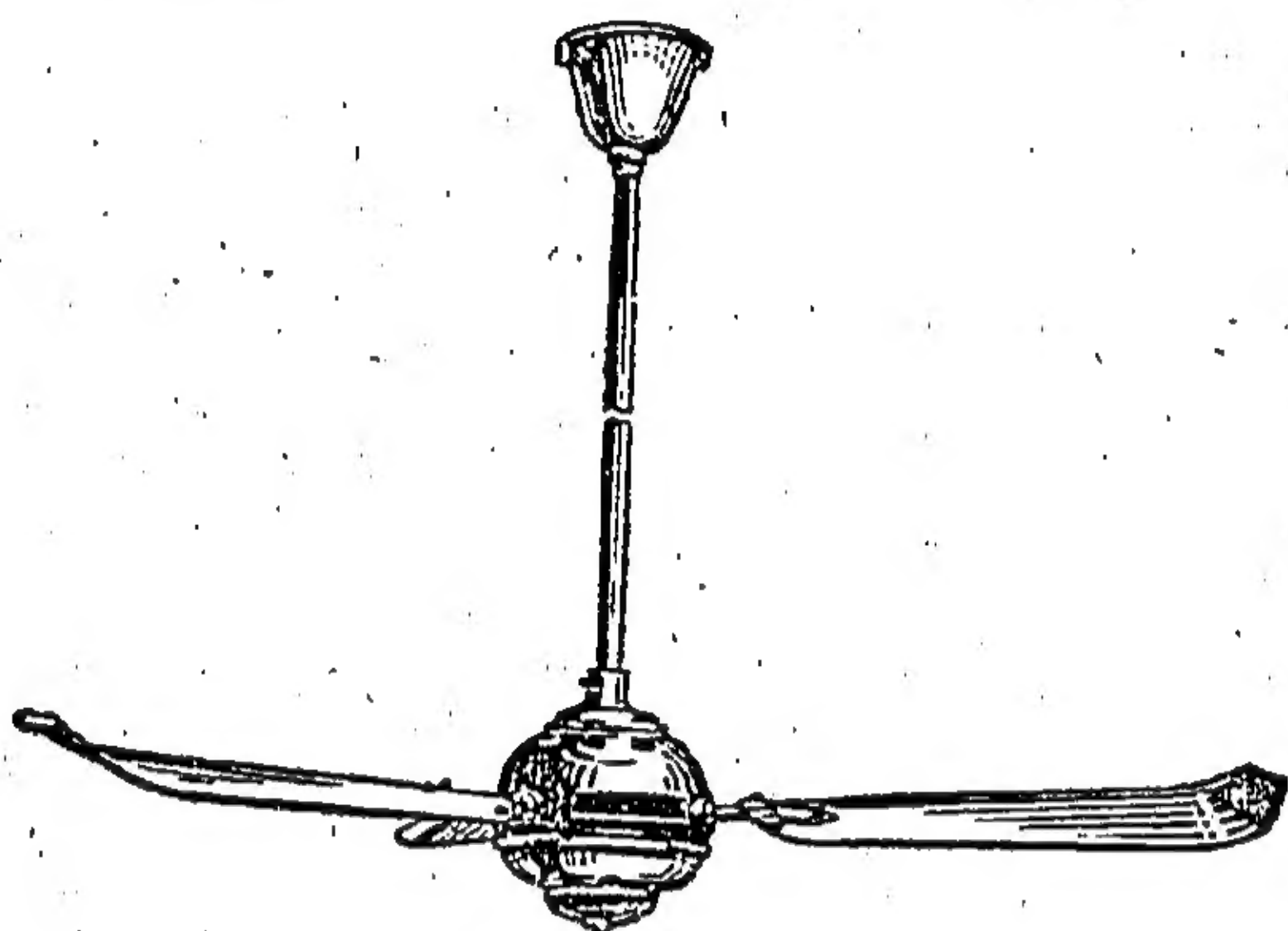
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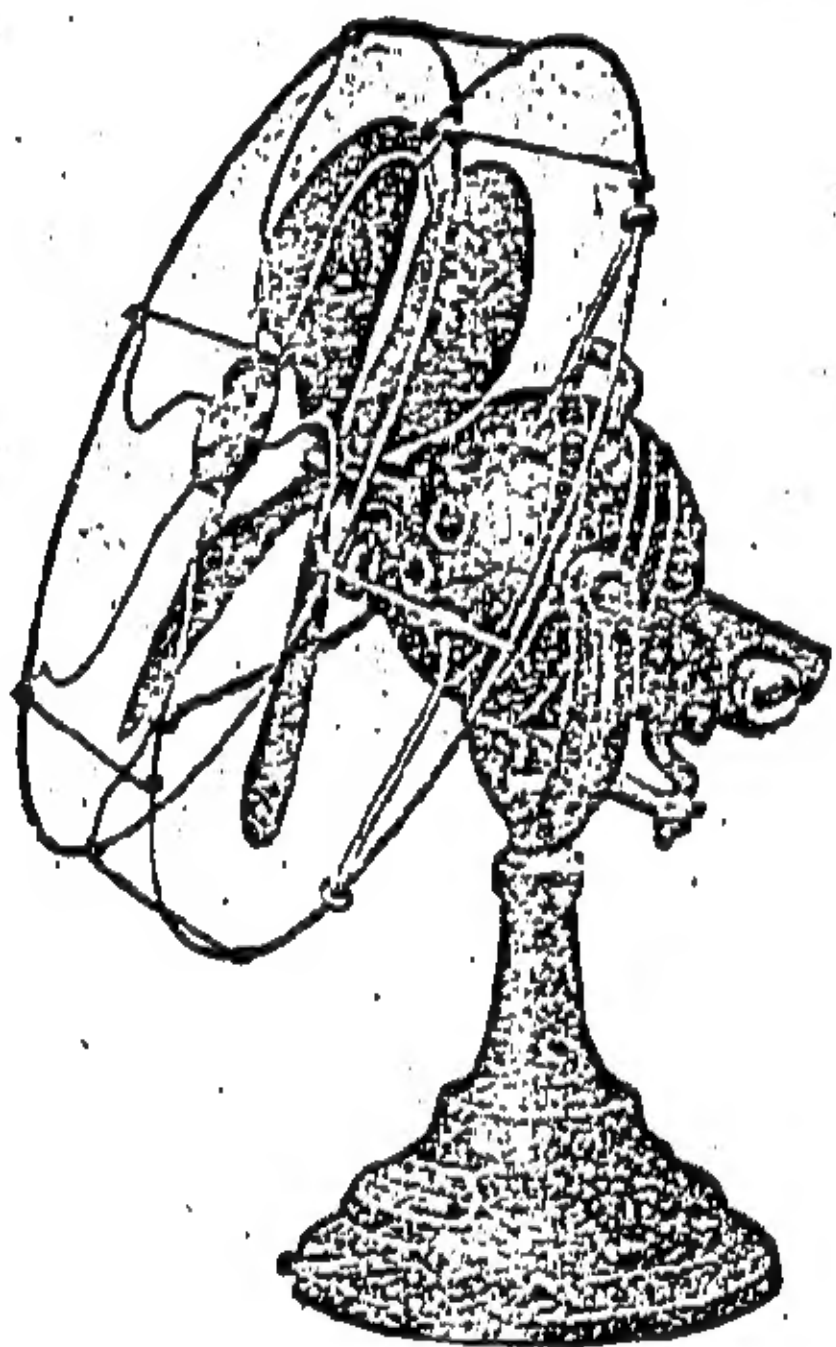
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BAND CONCERTS.

NEW VENTURE ARRANGED FOR KOWLOON.

The question has often been asked: Why are there no public band performances in Hongkong? Here we have a large community and little entertainment provided for the warm summer evenings. Why is there no public Band and no place where the people can gather to enjoy good music in the open air? There is in fact no need to create a Public Band. At the present time we have two or three Military Bands available, whose Bandmasters are willing to co-operate in any way possible. Where then is the difficulty? To be quite candid, the chief difficulty appears to be the want of a lively community feeling. By way of illustrating consider what happens at a place like Kuala Lumpur. There you have the central "Padang," the recreational focus for the city, and after dinner the cars arrive from all quarters and the people meet in social intercourse around the spacious Selangor Club house, promenade on the green or sit and listen to the native band. The life of Hongkong seems to be too broken-up. There is no rallying point for the whole Colony. Several attempts were made to promote Band Concerts in Hongkong but the results were discouraging. The music was excellent but even a first-rate Regimental Band has not the magnetic power to draw a crowd where the gregarious instinct is lacking.

It appears that the Government of Hongkong is sincerely anxious to establish a regular series of Public Band Concerts somewhere in the Colony and has offered an initial subsidy for the purpose to the Kowloon Residents' Association, with a request that the organisation of the concerts be carried out by this body. The offer has been accepted and the place and date of the first Concert have been fixed. The Band of the 2nd Battalion of the Argyll and Sutherland Highlanders has been engaged to play from 8-11 p.m. at the Kowloon Football Club, Chatham Road, on Wednesday, 21st May. Admission is free but the small charge of 20 cents will be made for a seat.

In Kowloon there is a large nucleus of persons to whom the opportunity of hearing first-rate music makes a strong appeal and who at the same time appreciate the chance of foregathering with friends and neighbours in friendly intercourse. Many of the residents on the island who went over to the Peninsula last Monday, on the occasion of Kowloon's Welcome to the New Governor, were quite delighted with the free and informal spirit that animated the proceedings and the cheerful holiday mood that prevailed. It is hoped that large numbers from both sides of the harbour will make this first Public Band Concert such a success that the promoters may be encouraged to continue the series monthly throughout the year.—Contributed.

LATE SERVICE NEWS.

ENG. COMMANDER FOR H.M.S. TAMAR.

Among the latest appointments announced by the Admiralty are the following:—
Engineer-Commander E. C. Plant, to H.M.S. Tamar (May 1).
Paymaster Lieut.-Com. J. G. L. Fied, to H.M.S. Bee (April 23).

Admiralty Civil Posts.

The following civilian appointments in H.M. naval establishments are officially announced:—

Mr. E. G. Coomes, acting expense accounts officer, Malta Yard; Mr. W. L. Geddes, acting assistant naval store officer, Devonport Yard; Mr. S. E. Trebilcock, ditto, Portsmouth Yard; Mr. J. A. Riach and Mr. F. E. Finnimore, ditto, Admiralty.

New Engineer Overseer.

Engineer Captain J. C. Matters, who has been appointed Overseer for the Admiralty in the North of England District, recently completed three years as Chief Engineer at Sheerness Dockyard. He was promoted to his present rank in December, 1925, after being first assistant to the Chief Engineer at Malta. During the War, he served on the staff at Devonport Dockyard, and from May, 1917, was engineer officer of the cruiser Caroline. In January, 1919, he joined H.M.S. New Zealand, in which he served during her tour of the Dominions with Lord Jellicoe. His new appointment, the headquarters of which are at Newcastle, dates from May 27.

Mr. A. J. A. Wallace Barr, on behalf of Messrs. Celson, Ltd., of Kingston and Richmond, has offered the British Gilding Association a prize of £1,000, to be competed for under the rules of the Royal Aero Club, for the first all-British glider flown by a British pilot which crosses the English Channel between June 1, 1930, and May 31, 1932.

THE TANDA MURDER TRIAL.

DEPARTURE OF SHIP FROM HONGKONG DELAYED.

The preliminary trial of Yamada, the Japanese passenger from Australia to Moji on board the s.s. Tanda, who has been arrested in connexion with the murder of a Chinese cook on the ship between Thursday Island and Sandakan, was continued before Mr. Whyte Smith, at the Kowloon Magistracy yesterday, when the Court sat to a late hour to enable the officers and other members of the crew to sail in the evening. The departure of the vessel as a consequence, was delayed for over two hours.

Mr. H. Somerset Fitzroy, conducted the case for the Crown. Dr. W. Sproule, M.D., surgeon of the Tanda, gave evidence of six wounds on the deceased's head and shoulders. The fatal injury was a lacerated wound from the right ear to the middle of the throat, severing all the soft parts and the blood vessels and extending to the cervical vertebrae.

Mr. R. L. Harry, second officer, who was on watch at the time of the incident said he heard a commotion and went to the steerage quarters, where he found the prisoner and saw the deceased on his bed covered in blood.

The prisoner told witness that he had been gambling heavily and had lost his money. He could not therefore return to Japan. Witness insisted, under cross-examination, that the prisoner mentioned he had lost his money in gambling and not by it being stolen.

Pair of Pyjamas.

Mr. V. C. Lette produced the ship's registration papers and also gave evidence of having been called to the scene. He stated that the prisoner told him the deceased was a bad man. Yamada also asked to be allowed to kill himself.

Witness was asked to identify a pair of pyjamas, which he had found in the ladies bathroom together with a bucket of water and a cake of soap, but he intimated that he had no reason to believe that they belonged to the prisoner.

In reply to his Worship as to the significance of the evidence, even presuming the articles belonged to the prisoner, Mr. Fitzroy pointed out that that evidence would tend to prove premeditation as it could be argued that the defendant had intended to get washed and changed after committing the crime.

The Discovery.

The assistant cook, Fung Shing, whose cabin adjoined the deceased's, said he heard the deceased shout during the early hours of the morning of May 5. Witness saw the door between their respective cabins shut which was an unusual thing. By obtaining the latch key, which was kept on a box in witness' cabin, the door was pushed open slightly. Witness saw the prisoner standing beside deceased's berth immediately behind the door. The prisoner pushed against the door but witness managed to force it open. He then caught the prisoner and shouted for help. Later the prisoner was handed to the officers and detained in the ship's gaol.

Witness mentioned that he on May 1 had seen the prisoner handling a knife and a tomahawk like the exhibits in Court. Witness had never seen the prisoner and the deceased together.

Another cook on board, in reply to questions, said that he had never cabled on the ship although he had seen others gambling. He denied, in reply to the prisoner, that they both had taken part in a gambling school.

The hearing was adjourned till the afternoon of Thursday, May 29, the defendant being formally remanded for one week.

FIRE AT CAUSEWAY BAY SUBDUED.

BRIGADE'S PROMPT WORK PROVES EFFECTIVE.

The boiling-over of tar is believed to have been the cause of an outbreak of fire which occurred at Causeway Bay yesterday morning. Prompt work by the Fire Brigade prevented the blaze from spreading, with the result that comparatively little damage was done.

At 11.16 a.m. the Central Station received a call to a fire which had broken out in the kitchen of the second floor of No. 43, Causeway Bay Road. Three engines were sent out, but on arrival the firemen found the blaze so fierce that it was thought advisable to send for further assistance. Two other appliances were later despatched to the scene.

Some difficulty was experienced in getting to the seat of the fire, but once this was accomplished the firefighters succeeded in localising the blaze and managed to prevent it from spreading to the front of the house and adjoining buildings.

Fire-snow was used to subdue the outbreak, which at one time caused some alarm in the neighbourhood.

Mr. H. T. Brooks, Superintendent of the Fire Brigade, was at the scene personally directing operations, assisted by Mr.

WEEK-END RADIO.

ORGAN RECITAL FOR TO-DAY.

To-day's wireless programme, broadcast by Z.B.V. on 365 metres: 12.30-2.00 p.m. Programme of Victor records by courtesy of Messrs. Tsang Fook Piano Company.

At 1.15 p.m., Organ Recital by Mr. G. Longyear.
7.00-9.00 p.m. Programme of Victor records by courtesy of Messrs. Tsang Fook Piano Company:—
"Phedre-Overture" (Massenet).
San Francisco Symphony Orchestra.
"L'Arlesienne-Excerpts Prelude," (Bizet).

Leopold Stokowski and the Philadelphia Orchestra.
"L'Arlesienne-Excerpts Minuetto," (Bizet).
"L'Arlesienne-Excerpts Adagio," (Bizet).

Leopold Stokowski and the Philadelphia Orchestra.
"L'Arlesienne-Excerpts Danse Provencale," (Bizet).
"L'Arlesienne-Excerpts Carillon," (Bizet).

Leopold Stokowski and the Philadelphia Orchestra.
"Prelude And Allemande," (Bach).
"Fugue," (Bach).
Andres Segovia Guitar Solo.
"Love Me" (Lenoir-Morse-Alvaz).
"I'll Close My Eyes to the Rest of the World," (Cliff Friend).
Jesse Crawford, Wurlitzer Organ.
"Washington Post March," (John Philip Sousa).
"El Capitán March," (John Philip Sousa).

Sousa's Band.
"I'll See You Again," (Noel Coward).
"It's You I Love," (Davis-Coots-Swanstrom).
Olga Albani Soprano with Orchestra.
"Quartet in E Minor," (Smetana).
"From My Life," (Smetana).
Flonzeley Quartet, (Adolf).
First Violin-Alfred Pochon, Second Violin-Nicolas Moldavay, Violonwan d'Archembeau, Cello).

"Macushla," (Rowe-MacMurrroughs arr. Chomet).
"A Dream," (Charles B. Cory-J. C. Bartlett).
Renee Chomet, Violin Solo with Piano.
"Sylvia Ballet Intermezzo and Valse Lente," (Delibes).
"Sylvia Ballet-Pizzicati," (Delibes).
San Francisco Symphony Orchestra.
Direction of Alfred Hertz.

"Beau Soir," (Paul Bourget-Claude Debussy).
"Clair De Lune," (Paul Verlaine).
Joseph Szaule, Op. 83, No. 11.

Mary Garden. Scoring with piano by Jean Dansecau.
"Valse Brillante," (Chopin, Op. 18).
"Valse Caprice," (Rubinstein).
Ignace Jan Paderewski Piano Solo.
"Spring Song," (Mendelssohn).
"Venetian Love Song," (Eitelbert Nevin).

"At Peace with the World," (Irving Berlin).
"Valencia," (Bayer-Charles-Padilla).
Jesse Crawford, Wurlitzer Organ.
8.00-12.00 Midnight: Special Dance programme.

12.00 Midnight. Close down.

TO-MORROW'S PROGRAMME.

10.00 a.m. Church Service relayed from St. Joseph's Church. Programme.

1. Holy Mass:
(a) Kyrie.
(b) Sermon: "Whither Goest Thou" by Rev. Father D. MacDonald S.J.
(c) Offertory: "Regina Coeli" (A. Riganti).
(d) Sanctus, Benedictus and Agnus Dei.
(e) Post-Communion: Violin and Organ.

2. Benediction: of the Blessed Sacrament:
(a) O Salutaris.
(b) Tantum Ergo.
(c) Laudate Dominum.

At end of Service a Chinese programme.

1.00 p.m. Close down.
9.00-10.30 p.m. Programme of Columbia records by courtesy of Messrs. Anderson Music Company:—
"Sing Alleluia Forth," (Eric H. Thimman).

"Praise My Soul, the King of Heaven," (Henry Smart).
6,500 Voices (Choir of 2,620 and 4,000 Audiences) recorded during the Nonconformist Choir Union Festival. Conducted by F. Idle, F.R.A.M.

"Fantasie in G Minor," (Bach).
Organ Solo by Edouard Commette.
"The Lord is My Shepherd," (Psalm 23-H. Walford Davies).

"Ave Maria," (Cesar Frank).
Arthur Jordan Tenor with Piano.
"Duette from Songs Without Words," (Mendelssohn).

"Lilany," (F. Schubert).
St. Mary-le-Bow Church Organ.
Organist: J. Edgar Humphreys.
"Chauve Souris-A Russian Barcarolle," (Varlamoff).

"Chauve Souris-Round the Hay Wain," (Russian Songs).
Chauve Souris Company.
"The Storm," (G. T. Pattman).
"Evening Song," (Easthope Martin).

Organ Solo by G. T. Pattman (Compton Organ).
"Anthem-Ascribe Unto the Lord," (S. S. Wesley).

St. George's Chapel Choir, Windsor.
"Sonata in F" (Gandel, arr. L. Tertis).
Viola Solo by Lionel Tertis with Piano.

"Carmen-The Toreador Song," (Bizet).
"Tannhauser-O Star of Eve," (Wagner).
Harold Williams. Baritone with Orchestra.

"Offertory on Two Carols," (Gullmant-Op. 19).
Organ Solo in Manchester Cathedral (Organist: Dr. H. W. Wilson).
"Anthem-Hail Gladdening Light," (Wood).

"Anthem-Glorious And Powerful God," (Stanford).
St. George's Chapel Choir.
10.30 p.m. Close down.

Buckeridge and Chinese Sub-Officers.

The first floor of No. 43 Causeway Bay Road is occupied by a knitting factory, but this received no damage as a result of the fire.

QUEEN'S



Harry Richman
Puttin' on the Ritz
JOAN BENNETT
JAMES GLEASON
ALEEN PRINGLE
LILIAN TASHMAN
music & lyrics by
IRVING BERLIN
directed by
EDWARD REISMAN
JOSEPH M. SCHENCK



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"There's Danger in Your Eyes"

"Singing a Vagabond Song"

"Puttin' on the Ritz"

sung by

HARRY RICHMAN

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TO-DAY'S WANTS.

25 WORDS\$1.00.
(\$1.50 if Not Prepaid.)
The following replies have been received:—
544, 545, 547, 550, 556, 566, 593,
595, 598, 618, 634, 638, 639, 642,
650, 667, 671.

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Saloon, First class condition. Apply
any time Duro Garage, Nathan Road,
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TO LET.—Office Rooms, Hongkong
and Shanghai Bank Building. Apply
to Sang Kee, same Building.

CHURCH NOTICE.

To-morrow the Fourth
Sunday After Easter.

LOCAL SERVICES.

Union Church, Kennedy Road,
Services will be held as follows:—
Morning, 11 o'clock; Evening,
6 o'clock. Preacher at both
Services, the Rev. J. Foster, of
Canton. At noon a meeting of
the Congregation will be held.
St. John's Cathedral, Hongkong,
May 18th, 1930. Fourth Sunday
after Easter. Holy Communion
8 a.m. Holy Communion (Peak
Church) 8 a.m. Children's
Service 10 a.m. Mattins and
Sermon 11 a.m. Preacher:
Rev. C. B. Shann, Warden, St.
John's Hall. Holy Communion
12.15 p.m. Evensong 6 p.m.
Preacher: Rev. F. Freeman, R.N.
Wesleyan Methodist Church,
Queens Road, East. Sunday
Services: Morning: 10.15 a.m.
Preacher, Rev. J. C. Knight
Anstey, Evening: 6.0 p.m.
Preacher: Rev. J. C. Knight
Anstey. Sailors and Soldiers
Home, Sunday, 8.15 p.m.
Service Mens Hour. (A hearty
welcome to all men of H. M.
Services, also to all Civilian
friends).

First Church of Christ Scientist,
Maddenell Road, below Bowen
Road Tram Station. Sunday
Service, 11.15 a.m. Subject
"Mortals and Immortals."
The Sunday School is
held on Sunday Morn-
ings, at 10 o'clock. Wednesday
Evening Meeting at 5.30 p.m.
Reading Room at above address
open Tuesday and Friday, 10
a.m. to 12 noon. Monday and
Thursday, 5.30 to 7 p.m. The
Public is cordially invited to
attend the service and visit the
Reading Room. Branch of The
Mother Church. The First
Church of Christ Scientist, in
Boston, Mass, U.S.A.

New Advertisements

PENINSULA HOTEL

Tuesday, 3rd June 1930

Patrons are notified that no
Dinner Dance will be held
at the above Hotel on
Tuesday, 3rd June 1930.

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Flats with modern conveniences.

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Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public
Auction,

on Monday,
the 19th May, 1930,
commencing at 11 a.m.
at No. 6, Yue Kwong Terrace
A Quantity of Valuable
Household Furniture
On View from Saturday,
the 17th May, 1930.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry
Forms for the Sixth Extra Race
Meeting to be held on Saturday,
7th June and on Monday, 9th June,
1930 (weather permitting) may be
obtained at the Race Course, Hong-
kong Club, and Causeway Bay
Stables.

Entries close at 12 o'clock noon
on Thursday, 29th May, 1930.

HONGKONG JOCKEY CLUB.

The Fifth Extra Race Meeting
will be held (weather permitting)
at Happy Valley on Saturday, 17th
May, 1930 commencing at 2.30 p.m.
The first bell will be rung at
2 p.m.

MEMBERS' ENCLOSURE

Members are notified that they
and their ladies must wear their
badges prominently displayed.
No one without a badge will be
admitted to the Members' Enclo-
sure.

Badges admitting non-members
to the Members' Enclosure and
Club Rooms at \$5 for Gentlemen
and \$2 for Ladies, are obtainable
through the Secretary upon in-
troduction by a member, such
member to be responsible for pay-
ment of all chits, &c.

Badges admitting to Members'
Enclosure will not be on sale at
the Race Course.

Members can obtain, upon ap-
plication to the Secretary badges
(limited to two) for the free
admission to the Members'
Enclosure of wives, lady relatives
and friends.

On no pretext will children be
permitted in either Enclosure
during the Race Meeting.

PUBLIC ENCLOSURE.

The price of admission to the
Public Enclosure is \$1 for all
persons including ladies, and is
payable at the Gate.

Soldiers and Sailors in uniform
are admitted at half price.

Bookmakers, Tic Tac men, &c.
will not be permitted to operate
within the precincts of the Hong-
kong Jockey Club during the Race
Meeting.

By Order,

C. B. BROWN,
Secretary.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 51B, Top Floor, Wyndham St.,
Hongkong.

ENGLISH GIRLS GO
CAMPING.OPEN-AIR HOLIDAYS
FOR 50,000.

This year will be camping year.
Young women and girls have so
taken to the camping holiday craze
that it is estimated that more than
50,000 of them will take their holi-
days in this way during the
summer.
This new holiday freedom is be-
coming more popular than ever,
a *Daily Chronicle* representative
was informed by the secretary of
the Campers' Club.
"Our 5,000 members are only a
fraction of Britain's camping
enthusiasts, as we only concern
ourselves with private individuals,
and take no account of the com-
mercial open-air boarding houses
which are dotted round the sea
coast."

Democratic Holidays.

"The democracy of camping is
such that in our own club there
are all classes of society—from
peers to plumbers' mates. Women
are a very large and growing
section. The professional middle-
class family make a large body of
the camping fraternity."

Camping also is becoming
more international in its character.
We are having three tours to
Oberammergau, and one each to
Denmark, Sweden, Majorca and
Barcelona. There are to be a
holiday camp in Brittany and
nine motor camp tours.

"The coming of the cheap motor
car has meant a big enthusiasm
for camping. It has meant an
economic and more mobile holiday
for the small family man."

Women's Part.

"Young women are demanding
the camping holiday more
eagerly," said the secretary of the
Federation of University Women's
Clubs, "and we are organising
these holidays for 1,600 girls from
High Schools and Secondary
Schools."

"The camps are in charge of
University women, teachers, and
others responsible for their care."

LORD CHIEF BEATEN.

SUM THAT HE COULD
NOT WORK OUT.

Lord Hewart, the Lord Chief
Justice, confessed that there was a
limit to his mental arithmetical
ability.

Speaking at the annual dinner
of the Periodical, Trade Press and
Weekly Newspaper Proprietors'
Association at Grosvenor House,
Park-lane, he said he remembered
about 40 years ago attending a
dinner of journalists, at which an
editor began a speech in some such
words as these:—

"Geologists tell us that the
world has been in existence for
four hundred million years. It
may be a sober reflection on a
night like this, but somehow or
other the world kept on very well
for 399,999,950 years without a
modern newspaper press."

"Twenty-five years later," said
Lord Hewart, "I repeated that
exordium to a gentleman, who
said: 'But your friend was
wrong. It is not four hundred
million years. It is four million
million years.'"
"Do you know," confessed the
Lord Chief Justice, "I cannot do
that sum. I really cannot sub-
tract fifty from four million
million."

THE VOLUNTEERS.

SEVERAL INTERESTING
ANNOUNCEMENTS.

No. 20/30.—Hongkong Volunteer
Defence Corps Orders by Major H. B.
L. Dowbiggin.

Hongkong, Friday, 16th May.

King's Birthday Parade.
There will be a rehearsal for the
King's Birthday parade at Volunteer
Headquarters on Tuesday, 27th May,
1930 at 6 p.m. Dress: Uniform.

Annual Rifle Meeting, Prizes.

The Prize giving in connexion with
the Annual Rifle Meeting will be held
at Volunteer Headquarters on Friday,
30th May, when H. E. the General
Officer Commanding has kindly con-
sented to be present.

Dinner.

A dinner will be held at Volunteer
Headquarters on Friday, 30th May at
8 p.m. Tickets price \$1.50 each are
now available.

National Rifle Association.

The 67th Annual Meeting of the
N.R.A. will be held at Bisleigh from
July 7th. to July 19th, 1930.

Any member of the Corps who will
be in the U.K. on these dates, and
who is interested, may see a copy of
the programme on application to these
Headquarters.

Board of Officers.

The Board of Officers referred to
in Corps Order No. 16 paragraph 1
dated 16.4.30 will re-assemble on
Tuesday next, 20th. instant at 5.45
p.m. in the Lecture Room. A
separate notice has been sent to all
concerned.

Corps Band.

The Band will parade as strong as
possible for practice at Headquarters
at 5.30 p.m. on the dates as shown:

Monday, 19th. May under Corps
Bandmaster.
Monday, 26th. May, and Thursday
29th. May under Senior Garrison
Bandmaster.

These parades are in rehearsal for
H.M. The King's Birthday.

Battery.

There will be no parade this week.
Engineer Company.

There will be no parade on Thurs-
day, May 22nd. at 5.30 p.m.

Corps Signals.

Signal Class will parade at Corps
Headquarters at 5.30 p.m. on Thurs-
day, May 22nd.

Machine Gun Troop.

Thursday, 22nd. May Parade at
Causeway Bay Stables at 5.30 p.m.
for Troop drill.

Scottish Company.

Parade, Thursday, 22nd. May, 1930
for Machine Gun instruction, No. 16
Platoon at Kowloon Dock, under Lt. G.
Duncan, M.B.E., No. 7 Platoon at
Headquarters 5.30 p.m. under Captain
H. R. Forsyth.

Promotion.

No. 1500 Cpl. L. G. Frost, Machine
Gun Troop, is promoted to the Rank
of Sergeant as from 16.5.30.

Transfer.

No. 1558 Pte. J. Donaldson, Armoured
Car Company, is transferred to
Machine Gun Troop as from 16.5.30.

No. 1537 Pte. T. Lindars, No. 4
Platoon is transferred to Machine Gun
Troop as from 16.5.30.

Strength.

No. 1558 Tpr. F. M. Hartley,
Recruit, has been taken on the
strength and posted to the Machine
Gun Troop as from 15.5.30.

Struck Off the Strength.
On Medical Grounds.—No. 1233
Bdm. V. G. Xavier, Corps Band, as
from 16.4.30.

Leave.

Capt. E. P. Minnett, Medical
Section, returned from leave as from
13.5.30.

No. 1254 Pte. L. J. Cave, Armoured
Car Company, Car Section, from
1.5.30 to 31.12.30.

R. G. STRACHEY, Captain.

Acting Adjutant, H.K.V.D.C.

NOTICE.

Sergeants' Mess.—The members of
the Sergeants' Mess will be at Home
to their friends on 3rd. June, 1930,
from 11 a.m. to 1 p.m.

NO MORE RIVER
BURIALS.AUTHORITIES' FEAR OF
OBSTRUCTION.

River burials are now banned
by the Port of London Authority.
This announcement follows an
incident at Hammersmith Bridge,
when a weeping elderly Sikh cast
into the waters of the Thames a
casket containing the ashes of his
English girl-wife.

"If there is a recurrence of such
a burial in the Thames as took
place at Hammersmith, we shall
take steps against the persons con-
cerned in order to discourage fur-
ther offences," said an official.

"We feel this is necessary be-
cause there are many Indians and
others in London who might wish
to be buried in the same way."

"If such a practice were un-
checked urns deposited in the river
bed might cause an obstruction to
navigation."

It was pointed out, however,
that the P.L.A. ban only affects
parts of the river which are under
their control—namely, the reaches
below Teddington.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their tele-
graphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Due
Shanghai and Swatow	Sunning May 17.
U.S.A. (San Francisco 18th April)	Pres. Adams May 17.
Honolulu, Japan and Shanghai	Havelland May 17.
Europe via Negapatam, papers only	Tjinalak May 18.
London 17th April	Pres. Jackson May 18.
Amoy	Havelland May 18.
Manila	Santos Maru May 18.
Europe via Negapatam, papers only	Kaga Maru May 18.
London 17th April	(Ship due 17th May, at 7 p.m.)

Japan	Due
Japan	Santos Maru May 19.
U.S.A. (San Francisco 25th April)	Kaga Maru May 19.
Honolulu, Japan and Shanghai	Pres. Taft May 19.
Japan and Shanghai	Sphinx May 20.
U.S.A. (San Francisco 26th April)	Chichibu Maru May 20.
Honolulu, Japan and Shanghai	Tango Maru May 21.
Swatow and Amoy	Pres. McKinley May 23.
Australia and Manila	Mantua May 23.
U.S.A. (Seattle 3rd May), Canada,	Empress of Russia May 26.
Japan and Shanghai	
Canada (Vancouver B.C. 8th May),	
U.S.A., Japan and Shanghai	

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the
time given below unless otherwise stated, and where mails are advertised
to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m.
on the previous day.

For	Date and Time
Sam Shui and Wuchow	Tai Hing Sat. May 17, 4 p.m.
Saigon	Wal Shing Sat. May 17, 4.30 p.m.
Manila	Pres. Adams Sat. May 17, 5 p.m.
Amoy	Antung Sat. May 17, 5 p.m.
Bangkok via Swatow	Kiangsu Sun. May 18, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru Sun. May 18, 9 a.m.
Formosa	Kt. Companion Sun. May 18, 9 a.m.
Straits and Calcutta	Hosang Mon. May 19, Noon.

Letters 1 p.m.
Canton Mon. May 19, 1.30 p.m.
Hydrangia Mon. May 19, 3 p.m.

Haiphong Mon. May 19, 1.30 p.m.
Japan, Honolulu, Canada, U.S.A.,
Central and South America and
Europe via San Francisco Mon. May 19, 3 p.m.

Letters 1 p.m.
Registration 3 p.m.
Letters 5 p.m.
(Due San Francisco 11th June)

*Saigon, Straits, Ceylon, India,
Mauritius East and South Africa
and *South American Ports Mon. May 19, 5 p.m.

Shanghai and *Europe via Siberia Mon. May 19, 5 p.m.

Letters 6 p.m.

*Manila, Australia and New Zealand
via Thursday Island Tues. May 20, 1 p.m.

Letters 1 p.m.
Registration 3 p.m.
Letters 5 p.m.
(Due Thursday Island 31st May)

Manila, *Australia and *New Zea-
land via Thursday Island Tues. May 20, 1 p.m.

Letters 1 p.m.
Registration 3 p.m.
Letters 5 p.m.
(Due Thursday Island 2nd June)

Batavia Tues. May 20, 12.30 p.m.

Port Bayard, Hoihow, Pakhoi and
Haiphong Tues. May 20, 1 p.m.

Swatow, Amoy and Foochow Tues. May 20, 1 p.m.

Saigon, *Straits, Ceylon, India,
Mauritius, E. and S. Africa, Aden,
Egypt & *Europe via Marseilles Tues. May 20, 1 p.m.

Letters 1 p.m.
Registration 3 p.m.
Letters 5 p.m.
(Due Marseilles 21st June)

Manila Tues. May 20, 12.30 p.m.

Swatow Tues. May 20, 12.30 p.m.

Haiphong Tues. May 20, 1 p.m.

Tonkin Tues. May 20, 12.30 p.m.

Haiching Tues. May 20, 1 p.m.

Manila Tues. May 20, 12.30 p.m.

Swatow Tues. May 20, 12.30 p.m.

Haiphong Tues. May 20, 1 p.m.

Tonkin Tues. May 20, 12.30 p.m.

Haiching Tues. May 20, 1 p.m.

Manila Tues. May 20, 12.30 p.m.

Swatow Tues. May 20, 12.30 p.m.

Haiphong Tues. May 20, 1 p.m.

Tonkin Tues. May 20, 12.30 p.m.

Haiching Tues. May 20, 1 p.m.

Manila Tues. May 20, 12.30 p.m.

Swatow Tues. May 20, 12.30 p.m.

Haiphong Tues. May 20, 1 p.m.

Tonkin Tues. May 20, 12.30 p.m.

Haiching Tues. May 20, 1 p.m.

Manila Tues. May 20, 12.30 p.m.

Swatow Tues. May 20, 12.30 p.m.

Haiphong Tues. May 20, 1 p.m.

Tonkin Tues. May 20, 12.30 p.m.

Haiching Tues. May 20, 1 p.m.

A Leopard

cannot change his spots...
...and that's why you
get tired of looking at
him!



A Chameleon, on the other
hand, is a continual source
of interest, because he's con-
stantly changing his ap-
pearance!

And so is it with your adver-
tising message.

If you want it to be a contin-
ual source of

PERMANENT WAVING
TESTER BEAUTY PARLOUR
Kowloon Building...Tel. 22103

METALS

of all kinds especially for ship-building and engineering work complete stock. Best forms. Immediate delivery.

SINGON & CO.
ESTABLISHED A. D. 1880.

HING LUNG ST.

THE JADE TREE INC.
MAIN SHOP
has removed to the
Arcade

PENINSULA HOTEL
Kowloon.

JUST ARRIVED
New

Consignment of
PEKING RUGS

**WONDERFUL ASSORTMENT
OF MUSIC.**

Latest Dance Music.
Chamber Music.
Light Piano Music.
Teaching Music.
Classical Music.
Classical Songs.
Latest Orchestrations.
Instrumental Music.
Saxophone Music.
Band Music.

**SOMETHING TO SUIT
EVERYONE**

**TSANG FOOK PIANO
COMPANY.**

8, Des Vœux Road Central
(Entrance (on House Street)
Telephone C. 4648.

MASSEUR R. SHIMIDZU.
ASSEUSE S. HONDA.
ASSEUSE S. KISAKI.
Recommended for many years by
Government Civil Hospital, Peak
Hospital, etc., and by all the local
doctors.

WOMAN'S WORLD

LAD READERS

Calcium and Health.

[By a Hospital Matron.]

The proper functioning of every important organ in the body depends upon a constant and adequate supply of alkaline salts in the dietary. These natural cleansing salts form a potent antidote to the acid poisons evolved by the indigestion of meat and refined and concentrated foodstuffs.

The most important of these mineral elements are calcium or lime, iron, potassium, and phosphorus, and these are found in great profusion in milk, fruits, and vegetables. Although all of these salts are vital to health, perhaps calcium is the most essential to our bodily welfare. Carrots, parsnips, turnips, and potatoes are rich in this invaluable mineral.

The potato is peculiar in that, although it comes under the category of the starchy type of foodstuffs, it is wealthy with calcium in the highly organised, natural combination which is most acceptable to the needs of the body. When peeled and cooked in water it loses part of its flavour and most of its mineral salts, which pass into the liquid and are only too often poured down the sink. Steamed in its



Pictured is a very smart tennis outfit of short pyjamas, tucked-in sleeveless blouse, a long-sleeved jacket and a big floppy hat. An irregular polka dot pattern, dark blue dots on a lighter blue ground, is used, and the material is necktie fabric. The hat is of white bakou trimmed with the polka-dotted silk.

skin, the full flavour and practically all the salts are retained.

An even more ideal method of preparation is to bake the potato in its jacket after the skin has been scrupulously washed. Like many other fruits and vegetables, these cleansing salts are concentrated in and immediately underneath the skin. Even the most delicate digestive apparatus will not resent the skin of a potato after it has undergone a thorough mastication. Fried potatoes should be avoided since the fat used in their cooking militates against their proper digestion and assimilation.

Parsnips lack the general recognition which their virtues merit since they contain as much calcium and more potassium than the carrot, turnip, and potato. Of these vegetables, the potato is richest in iron, and parsnips contain more phosphorus than do the others.

If there is a deficiency of lime salts in the circulation the body will attack its own tissues in its desperation to obtain the necessary amount of calcium. It turns to the only available source of supply, the lime which is present in the teeth and the bones. When calcium is thus filched from the teeth, the thin coat of enamel cracks and allows the entrance of putrefactive bacteria which continue the process of decay.

Calcium is essential to the strength of the muscles, the tone of the nervous system, to the steady beat of the heart and the proper functioning of the digestive organs. It is the soluble lime in the blood which prevents us from bleeding to death on the receipt of a cut or wound. Calcium and these other alkaline salts fortify our tissues against disease and the patient who can mobilise his ample reserve stocks of this vital mineral is materially aided in his fight for life.

To-day's Recipe.

RASPBERRY BLANCMANGE.

Remove the stalks from 1 lb. of raspberries, crush the fruit with a spoon, and sprinkle over them 3oz. of caster sugar. Leave for 3 or 4 hours, then press them through a hair sieve. Dissolve 1oz. of gelatine in a gill of water. Boil a pint of milk, strain in the gelatine, and cool while stirring. When nearly cold add the raspberry puree and the juice of 1/2 lemon. Mix well and, if necessary, colour with cochineal or carmine. Whip 1/2 pint of cream and stir it in lightly. Put into a mould rinsed out in cold water, and leave until set.

Turn out and garnish with a few whole raspberries.

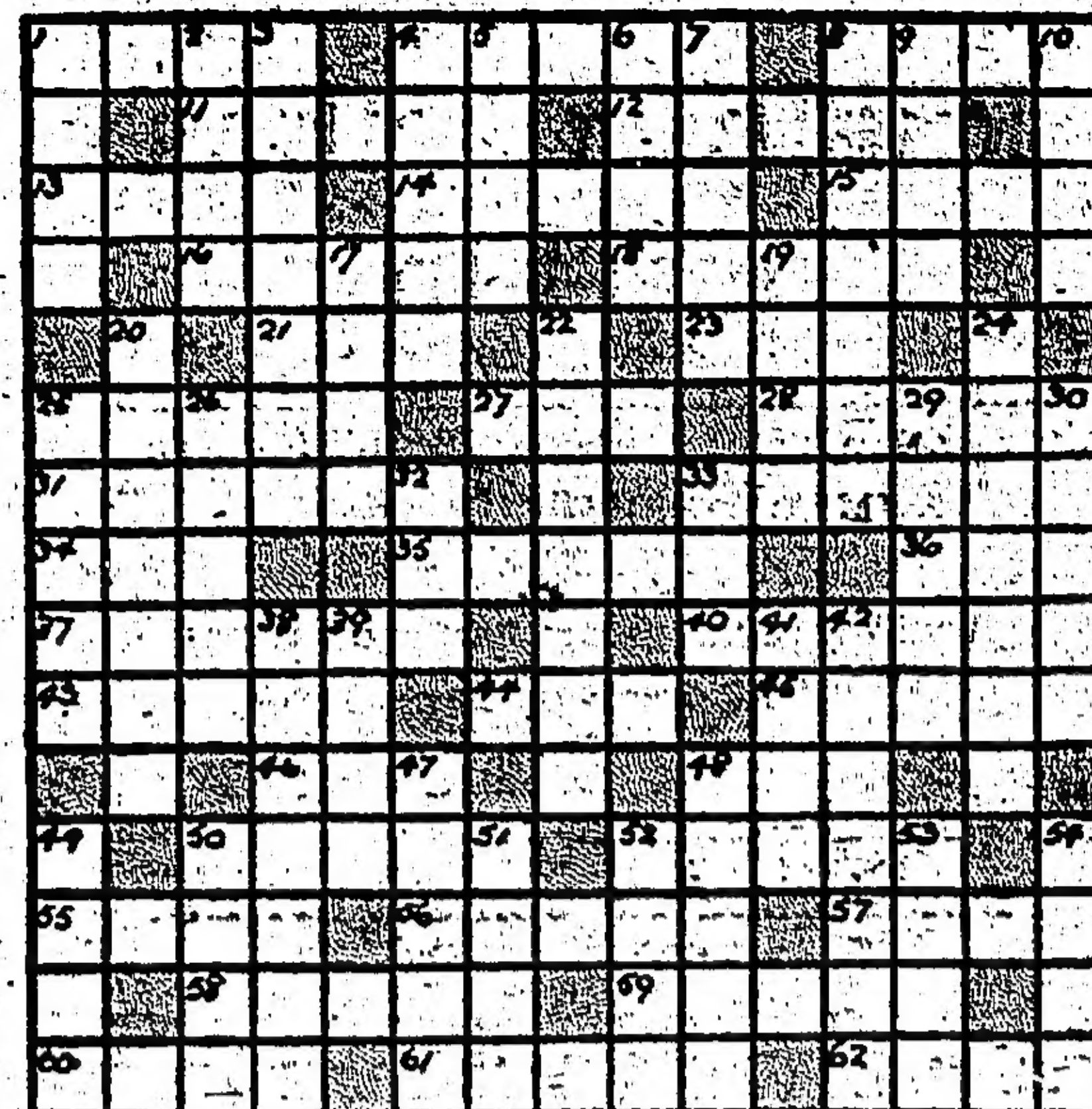
This may be made with raspberries and red currants or with strawberries.

Flummery.—Melt 1/2oz. of gelatine and 1/2oz. of sugar in 1/2 gill of water. Boil 3 gills of milk, strain in the gelatine, add some strawberry or raspberry essence or a tablespoonful of orange-flower water and a gill of cream or unsweetened condensed milk. Stir often until cold, then put into a mould rinsed out in cold water and leave until set. Turn out and surround with hulled strawberries or raspberries, over which a little sugar syrup coloured pink has been poured. The fruit may be served on a separate dish.



Worth achieves a youthful note of demureness in this very pretty evening gown of grey lace and tulle. Short sleeves and veiled tiers of the lace for side panels are quaint and twice effective for the very low rear décolletage and spray of vivid red roses across the back of the waist-line.

OUR BRITISH CROSSWORDS.



Across
1 Mould.
4 Destroyed.
8 To be contiguous.
11 A watch.
12 Wealth.
13 Dam.
14 Analyse.
15 Kind of starch.
16 Ladies.
18 Atmosphere.
21 Learn.
23 Offspring.
25 Call.
27 Bird.
28 Dimensions.
31 Foreigners.
32 Develop.
34 Assign.
35 The End.
36 At this moment.
37 Female monster.
40 Formed again.
43 Separator.
44 Axe.
45 Meted.
46 Limb.
48 Kind of tree.
50 Mean fellow.
52 Son. (Poetical).
55 Alive.
56 Becomes liable to.
57 Adore.
58 The blackbird.
59 Roars.
60 Food for fire.
61 Distinctions.
62 Period of time.

Down
1 Flower.
2 Eager.
3 Wonderful happening.
4 Become mature.
5 Expression of sorrow.
6 Otherwise.

7 Compositions for two.
8 Poison.
9 Arctic animal.
10 Trust.
17 Heavenly body.
19 Long pipe.
20 Commemorative.
22 First day of each month.
24 Shape now.
25 Luminous rings.
26 Liquid measure.
29 Pertaining to a belt.
30 Stitched.
32 Distress signal.
33 Ban.
38 The gospel.
39 Scorch.
41 Review for publication.
42 Virtuously.
47 Posts.
48 Conflagrations.
49 Homeless child.
50 A few.
51 Part of leg.
52 Hollow pipe.
53 Organ.
54 Inheritor.

Yesterday's Solution.

PIRATES WHO WORE SPURS.
PISTOL PRACTICE AT EMPTY TINS.
There was much amusing evidence as to life on the pirate ship Falke at the hearing of the trial, in Hamburg, of the owners and captain for kidnapping Germans for military service on behalf of foreigners.
It was stated that Captain Zipplitt had sworn allegiance to the Venezuelan rebel leader General Delgado.
It had also been agreed that when Delgado became President of Venezuela the German captain should become admiral of his navy.
Delgado had offered the captain an extra £100, apparently, for his services, but this money the German refused. He also denied that he was made Venezuela's admiral.
When the Falke was at sea, and the captain opened his sealed orders, he found instructions that the ship and its crew were to be at the absolute disposal of "M. Delgado, the super-cargo and the owners."
"Mounted Marines."
Captain Zipplitt was asked if he did not realise what game was being played.
"Officially we all knew nothing," he replied, "but we could think what we liked."
Captain Zipplitt declared that when the 150 passengers armed themselves with swords and pistols they also strapped spurs on their heels.
"Mounted marines with spurs on the open sea," he described them.
"The crew," he added, "grinned behind the backs of the masquerading Venezuelans, especially when the latter practised shooting at empty tins."
Rifles and ammunition lay about on all sides, as plentiful as the bottles of wine and Schnapps.
The crew had to clean and oil the rifles and machine-guns, and they complained that they were compelled to take part in the action when the Falke reached the Venezuelan coast.
The captain asserted to-day, however, that the crew gladly permitted themselves to be "kidnapped," as they were extremely well paid.
When the Falke was off the Venezuelan coast General Delgado and his following were received with much cheering, and some 500 more Venezuelans were taken on board.
Rifles and ammunition were distributed to these new men, but they did not know how to put in the cartridges, and had to be shown how to aim and fire.
When Cumana was reached loyal Venezuelan soldiers gave the Falke a warm reception. General Delgado was one of the first to be shot when he and his men approached the shore in the Falke's boats.

Smart Summer Frocks

at

Rolande Sarraut

Pedder Building,
3rd Floor.

Tel. 22252.

LATEST IN BATHING WEAR

This season's Bathing Wear is exceptionally smart and our stock consists of the latest styles:—

Costumes:—all wool. Very charming.

Caps:—in many attractive designs and pretty colours.

Slippers:—dainty little things for ladies and children.

Also:—Swimming Tubes.

The Colonial Dispensary

13, Queen's Road Central
Tel. No. 21877.

FRECKLES AND HIS FRIENDS



The Great Day!



By Blosser



FLETCHER'S SKETOCIDE

KILLS FLIES, MOSQUITOES,
BUGS AND OTHER INSECTS

THE PHARMACY

(FLETCHER & CO., LTD.)

A.P.C. Building.

Tel. 20345.

WATSON'S

celebrated
**PRICKLY HEAT
LOTION**AN INFALLIBLE REMEDY—AFFORDS
IMMEDIATE RELIEF AND EFFECTS
SPEEDY CURE.Well known throughout East and Far East
for over Fifty Years.

Reduced prices:—

Per Bottles 75 cents & \$1.25.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.**FIVE NEW AND INTERESTING****"H. M. V." Records**B-3322 (a) My Bonnie (Traditional) (b) Down in Demersa
(arr. Mansfield)
(c) Villains and his Dinah (d) Some Folks Like to sigh.

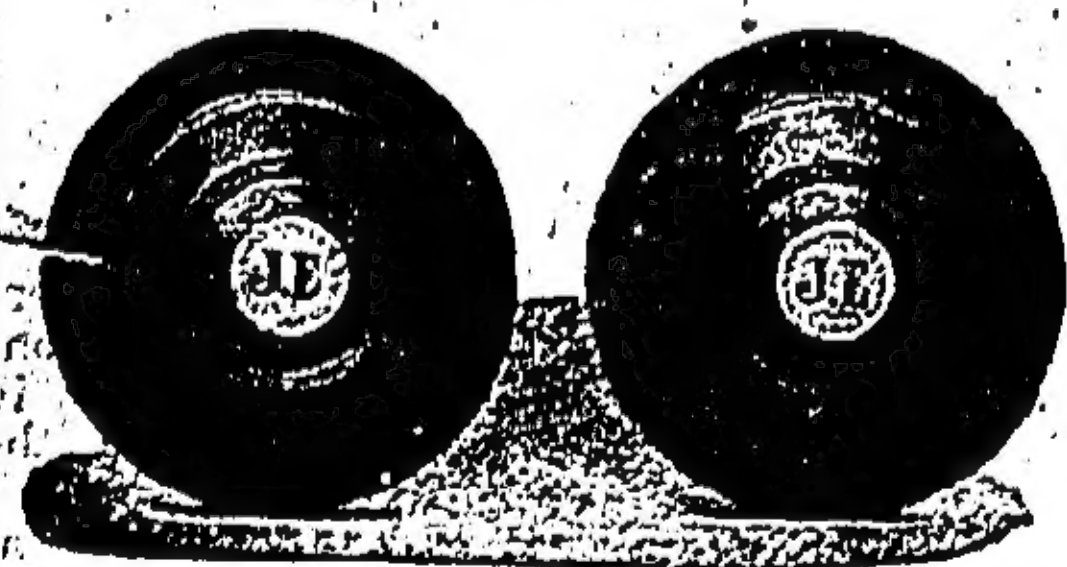
(Sung by Stuart Robertson-With Male Chorus)

B-3323 A Little kiss each morning (from Film "The Vagabond
Lover")
Now I'm in Love.

(Sung by Anona Winn)

B-3324 If I had a Talking Picture of You (Film "Sunny Side Up")
A Little kiss each morning (Film "The Vagabond Lover")(Played by Reginald Foort on Organ of New
Gallery Cinema)B-2326 Singin' in the Bathtub (Film "Show of Shows")
The Punch and Judy Show (Ben Black)

(Sung by Gracie Fields)

B-3345 Daybreak at a Surrey Farm (Birds and Animals)
In a Village Churchyard Bells, Birds, Organ & ChoirS. MOUTRIE & CO., LTD.
CHATER ROAD.**THOMAS
TAYLOR'S
BOWLING GREEN BOWLS**RUNNING
QUALITIES
PERFECTGuaranteed not to alter in
weight or bias and are
unaffected by climatic conditions.**"HAYVARIDE"**
RUBBER BATHING TOYS
\$16.50 GREAT FUN \$16.50
FOR BATHING PICNICS.Lane, Crawford, Ltd.
SPORTS DEPT.**U.S.
MOTOMATS
7' x 11'**For the Running-
board of your
Car.

ORIGINAL PRICE

HK \$2.50 each.

While Our Stock
Stock Holds Out

You Pay

\$1.25 each.

No Telephone Orders

Cash On y

Hongkong Hotel Garage.

ANNOUNCEMENT.

The engagement is announced between Lieutenant Robert S. Stafford R.N., H.M.S. "Castor" (youngest son of Mr. and Mrs. John Stafford of "Woodcroft" Waterloo) and Muriel Norman, only daughter of Captain and Mrs. C. B. Riggs of "Highlands," Kowloon.

**The
Hongkong Telegraph.**

SATURDAY, MAY 17, 1930.

**UNITED STATES OF
EUROPE.**

The fact that M. Briand is approaching the principal Powers with an invitation that they put forward suggestions as to how the scheme for a United States of Europe could be made a reality, in order that he may place concrete plans before the League of Nations Assembly in September, is sufficient proof of the fact that he thinks there are great possibilities in the project. The point to be stressed at this stage is that the dominating principle of the proposed Federation is economic rather than political, in which connexion it is widely felt that there is scope for the conclusion of some mutually satisfactory agreement amongst the European Powers. When the matter was debated at Geneva last September, it received the support of Herr Stresemann, who even went so far as to suggest that, pending the conclusion of an Economic Union, the Governments of Europe should introduce a single monetary unit and adopt common postage stamps.

It has been stated that one of the aims of M. Briand's scheme is to enable Europe to meet the United States of America on level economic terms. As Mr. Graham pointed out when the matter was under discussion at Geneva, it is quite natural that, in existing conditions, a comparison should be made between the position of the U.S.A. and of Europe. In America, there is a great country of 120 millions of people, with a free market among all the States making up the Federation. On the other hand, as compared with pre-war times, there are in Europe between twenty and thirty Customs unions or divisions, and there has been a growth of economic nationalism which, by common consent, is not in keeping with the freest possible exchange of commodities. It is equally natural, in taking note of this comparison, that there should be thrown into emphasis the difficulties which, after the war, settled

as a dead burden on Europe, difficulties which have been accentuated by the fact that the United States of America has become such a great creditor country. However, when it comes down to discussing ways and means for a European federation, it will be conceded that the matter is full of complexities. There is, as both Mr. Graham and Herr Stresemann pointed out at Geneva in September last, the further danger that enthusiasm for the project may lead to definite discrimination against other nations. Such discrimination, if specific in character, might develop in a manner contrary to the economic work of the League of Nations, and in course of time it might from the economic standpoint generate that kind of friction which in days gone by has led to war.

But if the difficulties of the project are manifest, it is also clear that advantages to the interest of all the nations of Europe might be attained if the ideals underlying it could be put into effect. In this connexion, the British delegate put forward one suggestion at Geneva last September, when he urged that the nations of Europe should try to obtain an agreement for a period of two years not to increase tariffs below the existing level. Such a plan would be in full accord with the proposals of the World Economic Conference. The next step, it was suggested, should be a practical effort during the tariff holiday to convene conferences with a view to ascertaining how tariffs could be reduced, what conditions govern the matter, and what possibilities there are of agreement regarding groups of commodities or general tariff levels, keeping clearly in mind all that is involved in most-favoured-nation treatment. If M. Briand's proposal does not get beyond this stage, it will have been fruitless in results and possibly pave the way to even greater things in the years to come.

Pedestrians' Rights.

Following our editorial on Wednesday on the subject of which side of the road should be used by pedestrians, a reader forwards to us literature of the Pedestrians' Association which has been formed in England to ensure the safety of the public generally on the highways and elsewhere and to protect and preserve the rights, freedom, comfort and general amenities of pedestrians. The Association, of which Viscount Cecil is President, has issued a statement of policy, and it is interesting to note that a speed limit of maximum 30 miles an hour is advocated. There are rather drastic penalties for dangerous driving, including a recommendation that a driver's licence should be permanently suspended upon a third conviction. It is also proposed that applicants for driver's licences should make a statutory declaration of physical fitness and that new applicants should have to pass a test of driving skill and knowledge of road rules. This is enforced in Hongkong of course, and it would undoubtedly be a wise provision to ensure the safety of both the motorist and pedestrians at home if this part of the Association's policy at any rate was put into effect by processes of the law. The Pedestrian Association, however, in its statement of policy, makes no reference to which side of the road a pedestrian should use. This may be stated in other publications of the Association which we suggest, should have for one of its first objects a thorough investigation into the merits of left or right. After this the Association could recommend its members to adopt whichever system has been found most safe from the point of view of pedestrian and motorist. At the moment, however, the Association would appear to be ignoring an opportunity of giving its members guidance on a matter which is provoking increasing attention. On the other hand many of its objects are excellent, particularly that which aims at the institution of a General Council, to consist of representatives of the Motorist, Motorcyclist, Cyclist, Ramblers and Pedestrians' Associations, which would consider together all traffic problems as they arise and seek a solution in the general interest.

DAY BY DAY.

THE REASON I BEAT THE AUSTRIANS IS, THEY DID NOT KNOW THE VALUE OF FIVE MINUTES.—Napoleon.

A Chinese case of typhoid was notified yesterday.

The P. and O. s.s. "Malwa" from Hongkong arrived London on the 15th May 8 a.m.

Mr. and Mrs. H. H. Priestley returned to the Colony by the s.s. President Adams.

Tenders are being invited for a brick and concrete motor-car shelter for Kowloon Hospital.

His Excellency the Governor has granted the local rank of Captain to Lieut. Thomas Alexander Hamilton Colman, R.A., A.D.C.

His Excellency the Governor has appointed Mr. J. K. Bousfield to be a Member of the Harbour Board, vice Mr. W. H. Bell, resigned.

It is notified that His Excellency Sir William Peel, K.B.E., C.M.G., has been pleased to accept the position of Honorary Colonel of the Hongkong Volunteer Defence Corps.

Royal Observatory returns show that the average mean temperature during April was 73.5, the highest being 85.1 and the lowest 63.4. There were 140.3 hours of sunshine and 2.10 inches of rain, while the average humidity was 87.

Two lots of Crown land are to be sold on June 2nd. These are Kowloon Inland Lot 2309, situate at Mongkoktsai and comprising about 4,192 square feet (upset price, \$7,336), and Inland Lot 3062, situate at Kennedy Road, comprising about 14,690 square feet (upset price a dollar per foot).

His Excellency the Governor has appointed the following officers to be his Honorary Aides-de-Camp:—Lieutenant Arthur Oswald Swayne, 1st S.L.I.; Mr. Walter Richardson Scott, Assistant Superintendent of Police; Subedar-Major Mungul Singh, Hongkong and Singapore Brigade; Subedar Hikmat, 3/15th Punjab Regiment.

Among the Hongkong passengers on the Ranpura, due to arrive next week, are Mr. W. Angle, Mr. and Mrs. W. H. Bailey, Mr. and Mrs. J. H. Cordeaux, Mr. S. Clarke, Mr. and Mrs. H. Farrar, Captain W. H. G. Goater, Mr. St. E. Hazlett, Mr. J. S. Logan, Mr. C. C. Menzies, Miss M. Malcolm, Mr. and Mrs. E. W. Pollington, Mr. S. Richards, Mr. G. Travers, Mr. and Mrs. W. A. Tomlin, Miss Tomlin, Mr. C. B. Terder, Mr. G. W. A. Tufton, Mr. E. J. Speirs, Mr. E. E. Shorthouse.

CORRESPONDENCE.

The Dollar Question.

[To The Editor of Hongkong
Telegraph.]

Sir,—A Currency Committee is sitting at the moment to decide whether stabilisation is advisable. As far as the protection of the general public's interests is concerned the answer is undoubtedly in the affirmative. As to the importer and exporter there is very little more doubt as to its advantages.

We have heard and read quite a lot about trade being driven away from the Colony, but it is all puff and no-one has yet attempted to step forward with an argument substantiating the contention.

At present our exporters and importers have two unpleasant uncertainties with which to contend—(1) the instability of silver and (2) the fluctuations of an unavoidable Hongkong note premium. Going gold or stabilisation would at worst cut out the latter uncertainty—and give security to the majority here.

In my opinion, far from driving away trade, stabilisation would result in a tremendous revival. Our money would be sought after in South China for its reliability and in a very short time trade with China would be run on a Hongkong currency basis, thereby ensuring security for all concerned.

Hanging on to silver means continued depression for this Colony so long as China carries on with her internal strife. War means an unfavourable trade balance which entails silver export. This in its turn throws cold water on the world's silver market and no-one can predict what the white metal's future may be.

Why then our hesitation? Have the Colony's speculators assumed absolute control?—Your, etc.

ONLOOKER.

Kowloon, May 16.

PAST AND PRESENT.

We Must Know Antiquity To Be Modern.

Geometricians tell us that a line may be regarded as the product of a moving point, and we can prove this assertion to the eye by drawing the point of pen or pencil along a sheet of paper. Similarly, a solid may be thought of as the product of a moving plane which leaves some part of itself behind it, so to speak, at every instant of its onward motion. Time and space, it is true, are not explainable to human thinking, yet we find it helpful to consider the one in terms of the other. If we can think of the present as a plane surface, then all the past is seen to be like a solid produced by that plane by its moving. The past is a number of presents welded inextricably together, compacted, fixed by the rigid mortising of that limit we call time.

More than enough has been said by the lugubrious poets and moralists about the irrevocability of the past, and there are many more cheerful deductions to be made from that platitude than those which they have drawn. In one sense, although a narrow one, it is true to say that no smallest fragment of the past can ever return; nothing that it contains can be altered in the slightest particular.

The seas and the plains come and go, altering both their form and place; mountains are changing hour by hour, but the past remains forever the same. The pictures that we make of it do indeed change constantly as our knowledge grows and wanes and as we approach and scan it now from this angle and then from that, but our interpretations of history affect the actual facts no more than the ruling astronomical conception of any given period affects the actual constitution of the stellar universe.

In this finality of the past, so often bemoaned, there is a peace and quiet not to be found in the changing present. Looking back upon the centuries of the Pharaohs is like gazing down through glassy water upon the towers and domes of Atlantis and finding them all the lovelier for their ten thousand years.

We may know very little indeed of that Egyptian world, and perhaps we shall always have to mix nine parts of conjecture with one of certainty regarding it, yet what it was, it was, and it will not shift or change before our eyes, as the present does, while we stand watching.

This quietness of the past, we know is an illusion of time, and the men and women of ancient Greece, of Tanagra, of Babylon, had no more peace in their day than we have in ours, yet there are moods in which we like to play with the illusion. The present is always filled with noise; quiet comes when the plane of the present takes its place in the solid structure of the past.

Merely as a refuge, how perfectly these vast and rock-hewn halls of the past serve our modern needs. By whatever gate or postern we enter them, quietness falls about us at once and peace surrounds our steps. Strife has been here, we know, and uproar, but now they are a memory; the warhorns are silent and the torn banners droop upon their staffs. What was base or ignoble in this or that old present has faded out of sight, but the courage and the joy and the wit seem to glow year by year with increasing splendor.

Best of all our discoveries in these explorations are the human companions that we find here and there among the ages. Our heroes and our poets dwell, nearly all of them, in this quiet immutable past. The leaders are not there, though their leadership remains. Makers of beauty that have enriched and deepened all our days, adventurers, conquerors, kings, prophets—we must look back to find them.

All this we may see and say without the slightest injustice, to our own time, and with full recognition that the years through which we are now passing are certainly, in their peculiar way, among the proudest years of human history. For the present—any present time whatsoever—is only, in the terms of our metaphor, a plane surface, having two dimensions. The likelihood is slight that any present, even our own, will compare favourably with the solid block of the past in the number of great companies it possesses. For associations of the highest sort, then, we shall always have to look backward into time, choosing our friends from the wealth of history.

But there are deeper meanings than these to be derived from the geometrical metaphor of the solid and the plane. Would it not be quite as true, instead of asserting that the plane produces the solid, to say that the solid produces the plane. What is a plane surface that has no solid substance behind it? A mere abstraction, a fragment of the mathematical imagination, never to be discovered in nature.

The analogy suggests, then, that the past is quite as necessary to the present as the present is to the

past. It suggests, indeed, that the present is a product of the past, or rather, that the present actually is the past in one of its manifestations. If this is true, then certainly there can be no unfaithfulness to the claims and the wonders of our contemporary world in an apparent turning away from that world toward the sources from which it arose. If we wish to know our own times, we must learn to read them not in the kaleidoscope of the passing show which, however entertaining it may be, can teach us comparatively little but in terms of history. Thus there is nothing paradoxical whatever in the assertion that a study of Periclean Athens will reveal to us more of the essence of contemporary America than any amount of poring over newspapers and magazines. In order to be thoroughly modern we must know antiquity. Actually to put ourselves "abreast of the times" we must come down through the ages, recapitulating the course of history.

Such a train of reflection may remind us that the past is not irrevocable, after all, that in every deeper sense it is constantly present. Nothing that has acted or existed anywhere in the universe is now or ever can be lost. Every thought and every feeling known to human beings in all the incalculable past conditions the present moment, just as every thought and feeling of this moment conditions those of the next and all that are to come.

A strange thing it is, once we face the thought of it, that just we who now inhabit this planet, we and no others, should be poised on the advancing crest of the wave of time. With every tick of the clock we move forward. Such is our responsibility and our privilege that it rests with us what shall be the interpretation of the past. The facts themselves we cannot change, but the human values and significance of those facts we cannot avoid, in some degree, determining.

For one brief while, we are ourselves the moving plane, with all the heroic struggles of the past behind us to make us what we are. The future will be to some degree what we make it. This thought is sobering, and it is also filled with a solemn joy.—O.S. in the Christian Science Monitor.

GALLANT NAVY MEN.LONG STRUGGLE TO SAVE
A WOMAN.

Two sailors from H.M.S. Warspite—Sutto, Messis and S. A. Morley—played an heroic part in an attempt to rescue a woman from drowning.

They were on leave while the Warspite was anchored at Villafrañe; and on the Boulevard Gambetta they saw the woman throw herself into the sea.

Both seamen plunged into the icy cold sea, which was very rough under a violent wind.

After half an hour of desperate effort, during which it seemed certain that both rescuers would be drowned, they brought the woman ashore.

Unfortunately, their heroism was in vain, for she was presently pronounced dead.

It is supposed that she was English, since a number of cuttings from English newspapers were found in her possession.

**WHO WAS
ATALANTA?**

One of the poems in William Morris' "Earthly Paradise" retells the Greek story of Atalanta, the fleet of foot.

Atalanta, the daughter of Jasus, of Cyme, was renowned from her childhood as the swiftest runner in the Cyprianian hunt, outstripping all her male companions in the chase.

When she grew of age to marry, she declared to Jasus that only the man who could beat her in a foot race should ever be her husband. Many youths made the attempt for Atalanta was beautiful as she was proud, but all failed, having trusted solely to their own strength.

Young Milanion was wiser. Realising that no man living could hope to outdistance Atalanta, he sought the aid of Venus, goddess of love and lovers, who took pity on him and gave him three golden apples which he was to drop in Atalanta's path during the race.

This he did. The golden apples tempted Atalanta to stoop and retrieve each one as it fell, with the result that Milanion won his race and his bride.